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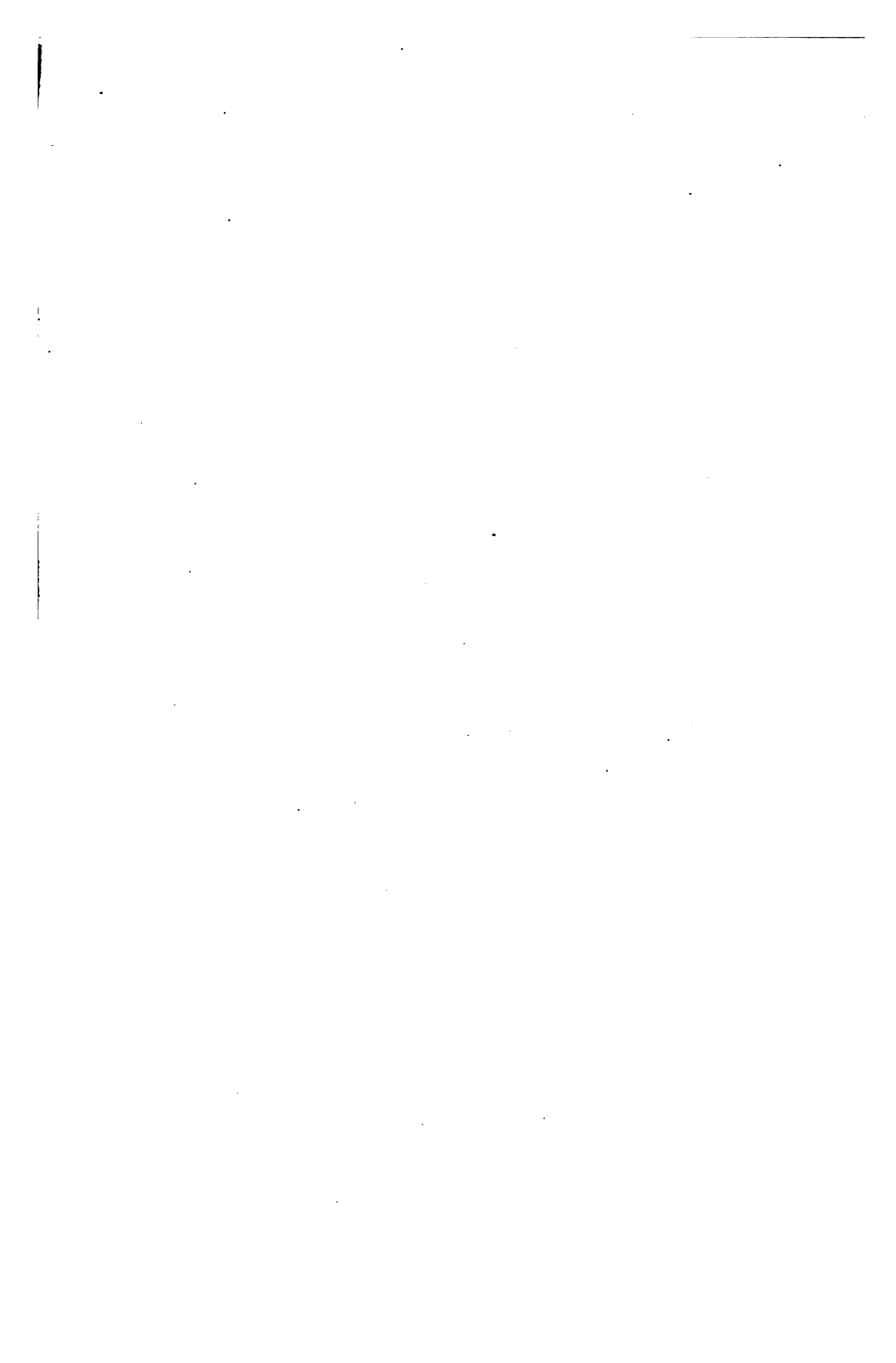
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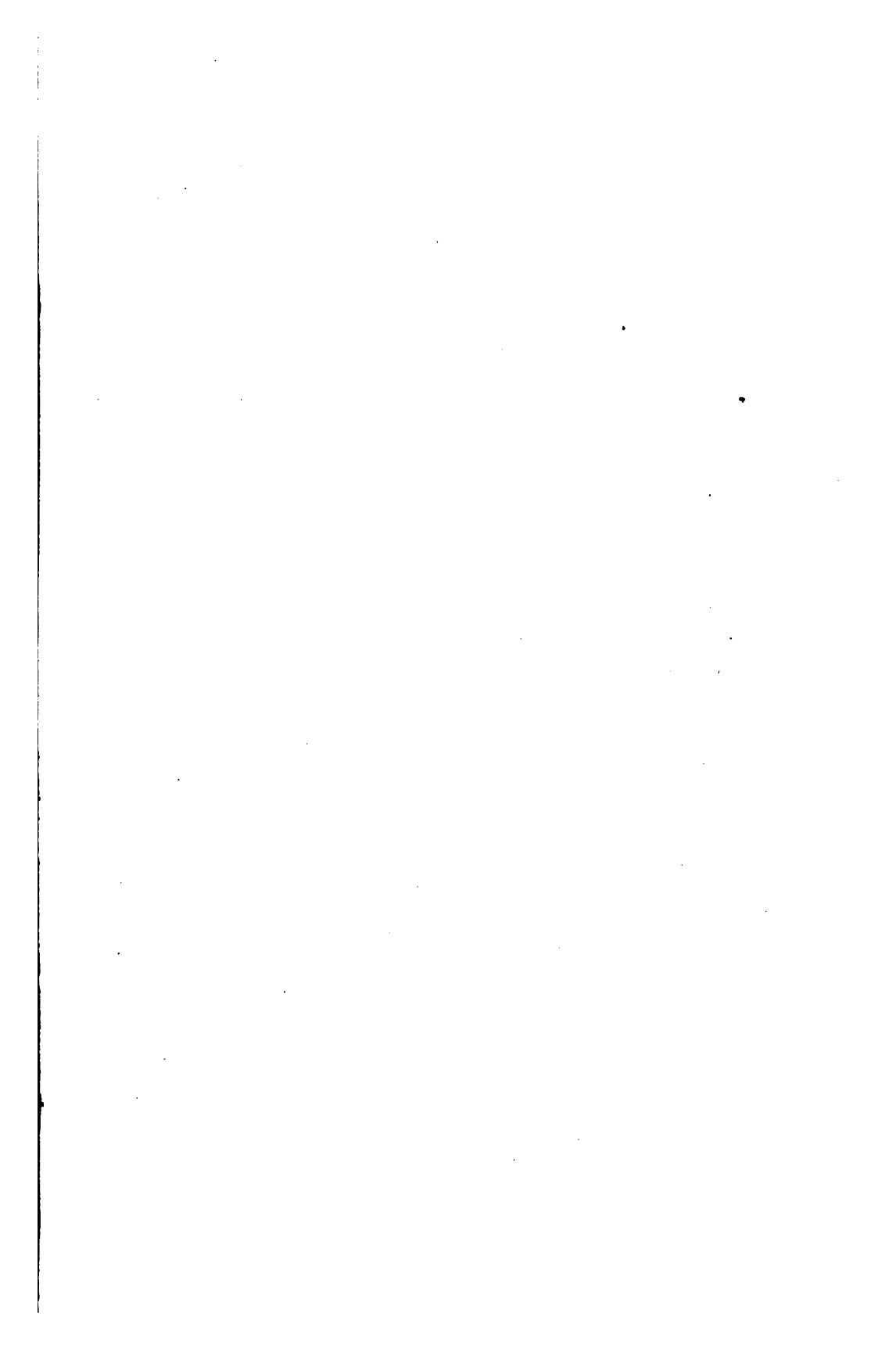
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FORTY-SEVENTH

ANNUAL REPORT

OF THE

RAILROAD COMMISSIONERS

OF THE

STATE OF NEW HAMPSHIRE,

1891.

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RAILROAD COMMISSIONERS
OF THE STATE OF NEW HAMPSHIRE
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PART I.

COMMISSIONERS' REPORT.

STATE OF NEW HAMPSHIRE.

To His Excellency the Governor:

The Railroad Commission transmits herewith its report for the year 1891. It is made to comply with the law, which requires that these reports shall be published annually, but in making it we have in mind the fact that the Legislature of the State will not meet in regular session until January, 1893, and cannot therefore act upon any suggestion or recommendation contained in this report until another will be due. For this reason, this is confined to a brief statement of the more important facts in the railroad history of the year, the publication of the official findings of the Board, the returns of railroad corporations, and the railroad laws as they appear in the Public Statutes.

H. M. PUTNEY,
B. F. PRESCOTT,
Railroad Commissioners.

January 1, 1892.

RAILROAD RETURNS.

New forms for the annual returns of railroad corporations have this year been substituted for those previously in use.

As nearly all our New Hampshire railroad corporations are obliged to make returns to the Interstate Commerce Commission and to the State Commission in

Massachusetts, it was deemed advisable to prepare for use here, blanks similar to those prescribed in Massachusetts, which are substantially copies of those furnished by the Interstate Commerce Commission, thus enabling our roads to adopt a uniform system of accounts and save the trouble and expense of preparing separate data for New Hampshire, and this has been done. To the inquiries contained in the Massachusetts forms we have added others pertaining to the permanent improvements upon our roads in this State, and have thus obtained returns which are not only exhibits of the financial condition of the corporations but show the character and amount of the business of each system and the permanent betterments that have been made during the year, which have heretofore been described in the body of our reports. It should be remembered in consulting these returns that they are for the railroad year ending June 30, 1891, and in no way relate to transactions since that date.

CONSTRUCTION AND MILEAGE.

The broad guage railroad mileage of the State is the same as last year, and the several roads are grouped in systems precisely as they were a year ago.

No road has been so leased or sold as to transfer it from one system to another, and no road that was leased a year ago is now independent.

The broad guage roads for general use are incorporated in six systems, whose mileage in New Hampshire is as follows :

Boston & Maine (including P. & R.)	494 miles.
Maine Central	99 "
Concord & Montreal	356 "
Grand Trunk	52 "

Connecticut River	49 miles.
Fitchburg	67 "
<hr/>	
Total	1,117 miles.

The Profile & Franconia, 14 miles in length, though belonging to the Concord & Montreal system, is not included in the above because it is a narrow guage used only in Summer ; and the Mount Washington, 3 miles in length, which is partially owned by and operated in connection with the Concord & Montreal is omitted for the same reason.

In addition to these are three lumber roads used only in winter, with a total length of about 35 miles, making about 52 miles of road for special uses.

But as neither the narrow guage nor the lumber roads are within the generally accepted meaning of the word railroad, it is correct to say that the total length of main track in New Hampshire is as stated above, 1,117 miles.

While no new road or branch was opened to the public uses in 1891, the construction account for the year of the Boston & Maine, Concord & Montreal, and Maine Central in this State, is a very large one. The Maine Central finished the Upper Coös extension which it leased in an incomplete condition, by doing a large amount of grading, and building new fences, bridges, and stations. It is now one of the best roads in physical condition in the State. Its road-bed and track are first-class. Its fences are better than can be found upon any other line. Its new station at Lancaster is a model and its smaller ones are tasty and convenient. The business which would make the Upper Coös a profitable enterprise has not yet materialized and there are few signs that it will in the near future, but the road is a great advantage to people upon its line and its lessors have

fitted it for a large traffic. The same statement applies to the Portland & Ogdensburg, and it may fairly be said that whatever the Maine Central has done in New Hampshire has been done in the most thorough and substantial manner.

The Franklin & Tilton has been finished at the joint expense of the Boston & Maine and Concord & Montreal, and is in excellent shape. Its passenger station at Franklin Falls is not excelled by any other in a town of that size. But the road is not operated except in a fitful way and is of little use to anyone. Its length is 5 miles and its cost was more than \$200,000. We know of no other case in which so much money has been spent to so little purpose in a railroad project.

The Concord & Montreal has reconstructed the link between North Weare and Henniker, as stated elsewhere in this report, at an expense of \$34,000, and has greatly improved the Lake Shore, upon which it has purchased and improved, by the construction of walks and drives and the erection of buildings, an extensive and most attractive park, that can hardly fail to become a famous summer resort and add largely to the business of that branch.

The Whitefield & Jefferson extension to Berlin is now nearly an accomplished fact.

Between Jefferson and Gorham the rails have been laid most of the distance, and beyond Gorham the work has been contracted. If it is deemed advisable the entire road can be opened for business next summer. It runs through a section rich in timber, and at Gorham and Berlin reaches important business centres.

The work of regrading the main line of the old Boston, Concord & Montreal and reconstructing its tracks, which was begun in 1890, has been continued and the road-bed and track from Concord to Fabyans are now

in excellent condition. At Laconia large outlays have been made for additional yard room, and a costly and elegant passenger station which will be finished next spring has been erected. Similar improvements are imperatively demanded at Lakeport and are to be expected soon.

At Groveton the junction of the Grand Trunk and Concord & Montreal has been moved to the village, where the Concord & Montreal has obtained a large yard and laid sidings to reach the lumber mills and new paper mill, and where a union passenger station is to be erected.

Surveys for a road from Parker's station in Goffstown to New Boston, for which a charter was granted last winter, have been made and the road is to be constructed by the Concord & Montreal, of which it will be a feeder. The Boston & Maine has finished relaying the track upon the Concord & Claremont, has straightened and ballasted much of the road-bed, laid a large number of new ties, and built a fine station at Sunapee lake. It has also made extensive improvements in its yard at West Lebanon, and rebuilt several bridges upon its Concord division. Upon its main line it has commenced a comprehensive system of improvements which includes the elimination of all bad curves, the leveling of the road-bed, and the double tracking of the same nearly the entire distance between the Massachusetts and Maine lines, as well as the erection of an elegant and commodious station to replace the one burned at Exeter, and another at Newmarket Junction where the old one has not been burned, to the great and reasonable regret of all who have occasion to use it. The recommendation of the Board that a new station be built at Seabrook has been complied with.

The most difficult problem that has confronted the

managers of the Boston & Maine and Concord & Montreal recently in this State, has been that of terminals at Manchester, where the immense business of the two corporations has been done in cramped yards and small, dilapidated, and inconvenient stations, to the great disadvantage of the roads, and the great annoyance of the public. To extend these yards upon the 12 or 15 acres of adjacent territory, which are needed, and which the growth of the city has made worth a dollar or more per square foot, and erect suitable stations for passengers and freight, required a vast outlay ; not only this, but the necessity of so making the extension and improvements as to relieve the Granite Street crossing at the south end of the present passenger station, over which a great volume of travel is continually passing, was one calling for much money and no little ingenuity ; and finally, the difficulty has been greatly aggravated by the differences between the two corporations which, with antagonistic purposes, have aimed to shape all changes to their special advantage. During the last year, however, substantial progress has been made. Both roads have acquired nearly all the land needed. The Boston & Maine, by the purchase in the name of the Manchester & Lawrence, of a tract containing nearly eight acres in the heart of the city, between its track and Elm street ; and the Concord & Montreal, by the purchase of a tract east of the station and large additions to the south and west of its freight yard. Both roads have also prepared plans for a passenger station, that of the Concord & Montreal including an overhead driveway for the relief of the Bridge Street crossing, and while the agreement which appears to be necessary is apparently not near, there is reason to hope and expect that it will soon be reached by mutual concessions, and the people of Manchester will be provided with the accommodations to

which they have long been entitled, and for which they have waited with a patience that long since ceased to be a virtue. Details of the improvements outlined above, with the cost, will be found in the returns of the several corporations.

THE ASHUELOT.

The Ashuelot railroad has been eliminated from the list making returns to this Board, by its consolidation with the Connecticut River by which it has long been operated. At a meeting of the Connecticut River directors held January 28, 1890, it was voted :

WHEREAS, In the opinion of this Board, a union and consolidation of the Connecticut River Railroad Company and the Ashuelot Railroad Company would be for the interest of this corporation, and proper legislation in the States of Massachusetts and New Hampshire having been obtained to that end,—

Now, therefore, voted, That in pursuance of the authority conferred upon this company by the Legislature of Massachusetts by statutes, 1886, chapter 16; and 1888, chapter 68, and by virtue of the authority delegated to this Board by the stockholders of this company by vote at a meeting of said stockholders held on the fourth day of May, 1886, that this company unite and consolidate with the Ashuelot Railroad Company under the name of the Connecticut River Railroad Company; that the Connecticut River Railroad Company operate and control the property and manage the business of the Ashuelot Railroad Company, thus merged and consolidated; and that the Connecticut River Railroad Company upon said union and consolidation assume all the liabilities, duties, and obligations of the Ashuelot Railroad Company existing at the date of said union, and all the duties and obligations which are imposed upon said corporation when united and consolidated by statutes, 1886, chapter 16, and 1888, chapter 68, of the Legislature of the State of Massachusetts; and by the act of the State of New Hampshire approved July 30, 1889, entitled, "An Act Authorizing the Ashuelot Railroad Company to merge in and become a part of the Connecticut River Railroad Company."

Previous to this, December 27, 1889, the Ashuelot stockholders had voted to unite with the Connecticut River when an agreement as to terms should be reached, and on the 7th of February, 1890, passed a final vote for the consolidation of the two companies and the transfer of their franchise and real and personal property to the Connecticut River Railroad Company, thus terminating the corporate existence of the Ashuelot.

NEW STOCK.

The following acts were passed by the Legislature of 1891 :

AN ACT AUTHORIZING THE CONCORD & MONTREAL RAILROAD TO INCREASE ITS CAPITAL STOCK FOR CERTAIN PURPOSES.

Be it enacted by the Senate and House of Representatives in General Court convened :

SECTION 1. That the Concord & Montreal Railroad may increase its capital stock not exceeding three millions of dollars, to be issued from time to time for the purpose of aiding an extension of the Whitefield & Jefferson Railroad and of such other branches or leased roads of the Concord & Montreal Railroad as it is or may be authorized to construct, and for the purpose of providing additional depots, yards, and other terminal facilities at Nashua, Manchester, Portsmouth, Concord, Laconia, Lake Village, and elsewhere on the lines of its railroad, of providing additional tracks, wharves, and coal, and other storage facilities at tide water in Portsmouth, of changing the line and improving the terminal facilities at Groveton Village, and for providing additional equipment for its railroad, and for the improvement of its railroad and of other property owned or leased by it.

SECT. 2. This act shall take effect on its passage, and all acts inconsistent with its provisions are hereby repealed.

[Approved February 18, 1891.]

AN ACT AUTHORIZING THE BOSTON & MAINE RAILROAD TO INCREASE ITS CAPITAL STOCK FOR CERTAIN PURPOSES.

Be it enacted by the Senate and House of Representatives in General Court convened :

SECTION 1. The Boston & Maine Railroad, having purchased the

properties, rights, and franchises of the Eastern Railroad Company, and of the Portsmouth, Great Falls & Conway Railroad, may increase its capital stock not exceeding five millions of dollars in addition to the amount heretofore authorized; to be issued from time to time for the purposes of providing additional property and equipment for the said Boston & Maine Railroad; for the improvement of said railroad and of other property owned or leased by it; for the construction of such additional railroads as it may be authorized to construct; and for the payment and reduction of its debts.

SECT. 2. This act shall take effect on its passage, and all acts inconsistent with the provisions of this act are hereby repealed.

[Approved February 18, 1891.]

Similar legislation in regard to the Boston & Maine having been previously obtained in Massachusetts and Maine, the stockholders of that corporation voted to authorize the directors to issue such part of the new stock as they deemed necessary, and on the 24th of June the directors issued a notice offering the old stockholders a right to subscribe at par for 46,564 shares of new stock, each being entitled to two new shares for every seven shares of old stock. The terms of payment were ten per cent on the 28th of July, and ten per cent on the 28th of each succeeding month for nine months, certificates for one half the new shares to be issued November 28, when five payments have been made, and for the other half in May, 1892, after the tenth payment. The effect of this being that half the new stock was to participate in any dividends declared after November 28, while the other half was entitled to no dividends until after May, 1892.

These rights, seven of which entitled the owner to secure at \$100 each, two shares of Boston & Maine stock, were transferable, and many of them changed hands in the stock markets at an average of about \$16 each.

In other words, the issue of this new stock gave to every share of old stock a right worth \$16.

During the year 1890, Boston & Maine stock sold at an average price of about \$212 per share. Upon the offer of the new stock, the old dropped nearly \$50 a share, and has since sold at an average of about \$165, a shrinkage of about \$47. The difference between this shrinkage and the value of the rights, or about \$31 per share, represents the loss to old stockholders who have disposed of their holdings since the offer of the new issue.

Thus far at least the public has received the only benefit from this new stock issue, and whether the old stockholders will ever profit by it depends entirely upon the ability of the corporation to so reduce, by new outlays upon its property, the expense of doing its business, and to so increase its business as to enable it to pay them a dividend upon their new investment. That there was in the new issue any element of stock-watering for the advantage of stockholders at the expense of the public, will not be contended by those who are disposed to consider the subject fairly.

The Board has noted this increase of Boston & Maine stock, carrying with it an addition of nearly five million dollars to the financial resources of the corporation, with great satisfaction; for it has made possible many costly improvements upon the roads of that system in this State, which were greatly needed but could not have been made without more capital.

The laws of Massachusetts prohibit a railroad corporation from issuing bonds to a greater amount than the par value of its capital stock.

Previous to its purchase of the Eastern and Great Falls and Conway roads, the Boston & Maine had almost reached this limit, its stock being \$7,000,000 and its bonded debt \$6,909,000. The purchase of these roads, the assuming of their liabilities, and the issue of

new Boston & Maine stock to take the place of their stock which was authorized by special act, carried the amount of Boston & Maine stock, September 30, 1890, to \$16,297,743.80, and the bonded debt to \$17,393,920.31. The corporation could therefore legally raise no more money by the sale of bonds, and it was forced to issue new stock or to postpone indefinitely, to its own disadvantage and the damage of the public, necessary betterments.

In their annual report, the directors of the Concord & Montreal recommended an issue of new stock, to the amount of one million two hundred thousand dollars, to be distributed pro rata, among all stockholders in the corporation, including those of the old Boston, Concord & Montreal, and this was voted at the annual meeting. Some of the larger holders of the old Concord stock, however, prayed the court to enjoin the directors from complying with this vote, upon the ground that the proceeds of the sale of such an amount of new stock were not needed, and that if it was to be issued at all, it should be distributed only among the old Concord stockholders, who, as the guarantors of the Boston, Concord & Montreal dividends, would be subjected to new liabilities by any increase of that stock; and as the only parties who would take new risks by the issue of new stock, were entitled to whatever advantage might in the future accrue therefrom. A temporary injunction was granted as asked for, and the question whether it shall be made perpetual is now pending before the court.

NOTE.—Since the above was written the court has delivered an opinion that the corporation has a right to increase its stock as voted, and that the new stock must be distributed to all classes as contemplated by the vote already passed. But while the court sustains the right of the corporation to issue this new stock, and establishes the

law as claimed by the majority of stockholders—that is, that the new stock must be distributed to all classes of stockholders in proportion to their ownership of stock—it holds that the stock cannot be issued under the vote already passed, on the ground that the notice for the meeting was insufficient for that purpose, because the call for the annual meeting at which the vote was taken did not contain the article in relation to the proposed increase.

WORK OF THE BOARD.

Hon. John M. Mitchell, whose term as a member of this Board would have expired, October 1, 1891, resigned in April, and the vacancy thus created has not been filled.

Upon his retirement, the question at once arose whether the two members of the Board who remained, constituted a tribunal such as the law required in cases in which the right of eminent domain was to be exercised, and others in which the Legislature had delegated its power to act for the State to the Commission. Upon the advice of the most eminent lawyers whose opinions could be obtained, this question was decided in the negative, and the following notices were issued to the petitioners in two of the most important cases at that time, after it became apparent that there would not be a Board of three members when the hearings which had been appointed were reached.

CONCORD, June 26, 1891.

Frank S. Streeter, Attorney for Concord & Montreal Railroad:

SIR,—The unanimous opinion of such lawyers as we have been able to consult, and as it appears to us the inference to be drawn from reported cases is to the effect that two railroad commissioners do not constitute such a tribunal as the Legislature of New Hampshire designed to entrust with the location of railroads, the appraisal of land damage, and other questions incident to the exercise of the right of eminent domain, in the construction of railroads in this State. We therefore deem it necessary to postpone the hearing

assigned for the 30th inst., at Berlin, in the matter of the petition of the Concord & Montreal Railroad for an appraisal of land damage upon the proposed extension of the Whitefield & Jefferson branch, until after the vacancy upon this Board, caused by the resignation of Hon. John M. Mitchell, has been filled. Will you please notify the parties in interest, including the selectmen of the towns through which this extension passes, and Mr. Strout, attorney for the Grand Trunk Railroad, Due notice of the time and place, when and where the Board can legally proceed with the hearing in question, will be given.

H. M. PUTNEY,

Chairman N. H. R. R. Commission.

MANCHESTER, July 8, 1891.

Charles H. Burns, James F. Briggs, Oliver E. Branch, and Charles B. Gaffney, Attorneys, M. & L. R. R. :

SIRS, — The hearing appointed at Manchester, Monday, July 13, upon the petition of the Manchester & Lawrence Railroad for an appraisal of land damage in that city, will be postponed until the vacancy now existing upon this Board is filled, and we can legally proceed with the appraisal.

It having been decided that two railroad commissioners cannot exercise the judicial powers which the Legislature has given to a full board of three members, the question arises, whether the appointment and order of notice issued in this case by two members of the Board are valid, or in other words, whether the time necessary to a new appointment and order of notice can be saved by adjourning the hearing to a fixed date, or our action heretofore taken must go for naught, and proceedings upon your petition must be begun anew after a third commissioner has been appointed.

As we do not wish to open the door to litigation over our action, by taking a course concerning the legality of which there is reasonable doubt, or on the other hand to subject parties and the public to delays that can be avoided, and as we do not care to take the responsibility of deciding this question at this time without a full Board, we deem it safest and best to adjourn the hearing to a certain date, and then if a vacancy still exists upon this Board, to another to be announced at that time, and, meanwhile, to invite parties in interest to furnish us with opinions upon the question stated above, which will assist us in reaching a sound conclusion when a full Board is called

upon to decide whether to go on under the old preliminaries or to issue new ones. The hearing will accordingly be adjourned until Monday, August 10, at 11 o'clock A. M., at the supreme court room in Manchester.

Respectfully yours,

H. M. PUTNEY,

Chairman N. H. R. R. Commission.

The attorneys of the parties in interest fully concurred in this view, and the hearings, after being adjourned from time to time, were postponed without date. Whenever the Board is in condition to act they will be reapointed and new notices issued.

In accordance with this precedent, action has been postponed in land damage cases, crossing cases, cases in which underpasses, overpasses, and sidings are asked for, and in seven of a miscellaneous character; making 98 postponed cases in which the preliminary steps have been taken. There are also many more in which parties have not filed the preliminary papers, because they have known that no progress could be made. Wherever individuals on the one side and railroads on the other would agree to proceed with two members of the Board and abide by the result, we have given them hearings and made decisions.

All fatal accidents have been carefully investigated, and the facts reported. All railroads in the State have been inspected by the Board in accordance with the law and custom, and as usual we have been able to bring about satisfactory adjustments of differences between individuals and railroad corporations in a large number of cases, without a formal investigation or hearing. It is often the fact that railroad managers and other persons are not so far apart in their views of what is reasonable and right in railroad matters, as they think they are, and when brought together through the

agency of a third party, can readily reach an agreement which they supposed it was useless to attempt to bring about.

THE NORTH WEARE AND HENNIKER LINE.

October 31, 1858, the owners of the old New Hampshire Central Railroad tore up and carried away that section of the track between North Weare and Henniker, and abandoned the location. This action, which destroyed the connection with the Contoocook River road at Henniker, and forced the business between Hillsborough, Henniker, Deering, Bennington, and Manchester over the circuitous route via Concord, created great indignation among the people of Manchester and the towns upon the line of the Contoocook River and Central roads; and from that time, there was an unceasing and growing demand that the missing link should be restored. This culminated during the session of the Legislature of 1891, in a bill to incorporate a company to rebuild a road between North Weare and Henniker, which was ardently supported by representatives of Manchester and the towns named above, but was vigorously opposed by the Concord & Montreal, which had succeeded to the ownership of the old Central, and the Boston & Maine, which was the lessor of the Contoocook River.*

As the contest proceeded, however, it became apparent to the managers of the Concord & Montreal and Boston & Maine, that they could not safely continue to oppose the rebuilding of the link, and they at once changed front and advocated the passage of bills providing for

* The controversies over the Henniker extension have been carried on in the names of the Manchester & North Weare, which succeeded the old New Hampshire Central, and the Northern, which absorbed the Contoocook River; but as the real parties in interest are the Concord & Montreal, which owns the Manchester & North Weare, and the Boston & Maine, which has leased the Northern, their names are used in this statement of their differences.

its reconstruction. They did not, however, agree upon a bill. The Concord & Montreal supported one which would enable its representatives to extend its line to a junction with the Contoocook River at Henniker, while the Boston & Maine championed an act authorizing the two corporations to build it together and operate it under a mutual agreement. After protracted discussion the House passed the Concord & Montreal bill for which the Senate substituted the Boston & Maine measure, and while the question of accepting the substitute was pending in the House the session came to an end. The Concord & Montreal then took the position that it had a right to re-occupy the location which was abandoned, and rebuild upon it under its old charter without any new legislation, and having repurchased the right of way proceeded with the work of construction. Soon after, it was enjoined upon the petition of the Boston & Maine, which claimed that the old charter was void as to that section, from laying its track across any public highway or the Boston & Maine roadway at Henniker, and after a hearing before the court this injunction was confirmed and made perpetual, but not until the road had been practically completed, and was ready to operate except over the highways and Boston & Maine road. In the meantime both the Boston & Maine and Concord & Montreal corporations began proceedings under the general railroad law, to obtain a right to build between Henniker and North Weare, and their petitions are now pending before the court. The existing condition is that the Henniker link, which has been so earnestly desired and so urgently demanded, has been practically rebuilt without right by the Concord & Montreal, but cannot be operated until some corporation acquires from the Legislature, or the tribunals provided for by the general laws, a new charter, carrying with it

authority to operate a railroad between the northern terminus of the Manchester & North Weare and Henniker Village.

The opinion of the court in the injunction case, which was unanimous, is printed below, as a valuable contribution to the railroad history and railroad law of the State.

NORTHERN RAILROAD *vs.* MANCHESTER & NORTH WEARE RAILROAD.

Chapter 1911, Laws of 1856, provided for the foreclosure of the mortgage of the Contoocook Valley Railroad, by sale to the Contoocook River Railroad, authorized the River Company to unite with the Merrimack & Connecticut Company, and authorized the united companies, "to provide for the discontinuance of such portion or portions of the tracks and road of either of said corporations, as shall be deemed by the directors of said corporations unnecessary by reason of such union; and after such union the portion or portions of track and road so agreed to be discontinued, may and shall be discontinued; *provided, however*, that there shall be at least one line of railroad extending to and beyond Henniker."

By the charter of the Contoocook River Company, Gilmore and Corning were that company. Laws 1856, chapter 914.

October 17, 1857, the Valley road was conveyed to Corning, who conveyed it to the Contoocook River Company (i. e., to Gilmore and himself). The River Company paid him for the Valley by giving him a note of the Valley for \$30,000, and gave him a mortgage of the road to secure the note, and he transferred the note and mortgage to the Northern. Chapter 2168, Laws 1858, provided that all powers relating to discontinuance granted by the act of 1856 to the River and Merrimack & Connecticut, to be exercised upon their union into one corporation, might be exercised by them without any such union, and authorized the River to execute all deeds, mortgages, and conveyances that may be deemed necessary to carry into effect section 2 of chapter 1911. The Merrimack & Connecticut Company had been formed by the union of the Central and the Concord & Claremont. The Central had been mortgaged and delivered to the mortgagees who were operating it, and the Northern owned the bonds secured by the mortgage to the amount of \$195,000.

October 13, 1858, Corning and Kettell (one of the mortgage trustees of the Central, and a director of the Northern), signed a written agreement for carrying out the plan of discontinuance, Kettell explaining his position by adding to his signature, "For the parties in interest." The last clause of the agreement was, "Said Corning and his assigns agree so to conduct the business of said New Hampshire Central Railroad as in no way whatever to compete with the Contoocook River Railroad."

October 29, 1858, the River Company and the Merrimack and Connecticut Company passed votes for discontinuance.

On the same day, there were transactions which were, in effect, an exchange made by the Northern of the Central for the River.

October 31, 1858, the track of the Central between North Weare and Henniker was taken up and the bridge at Henniker was removed by Gilmore, who was superintendent of the Concord, and the rails and ties were sold under the agreement of October 13, and that part of the Central has not been operated since October 31, 1858.

The entire legal character and effect of the discontinuance authorized by the acts of 1856 and 1858, agreed to by all parties in interest, and carried into execution in pursuance of their agreements and the statute, need not now be determined. The defendants contend that the acts authorizing it were a delegation of legislative power, and, therefore, unconstitutional and void. What does the competent evidence show the Legislature intended to do? What questions did they decide? and what questions did they submit to the judgment of the corporations? *State v. Hayes*, 61 N. H., 330. The charter of the Central Company (Laws 1848, chapter 662) authorized them to construct and keep in use a railroad from Manchester to Claremont, and provided (section 7) that the charter should be void as to every portion of the road not completed January 1, 1860. Although the question whether any part of the road should be constructed, was submitted to the discretion of the company, there was no delegation of legislative power. The legislative question was decided by the Legislature. The expediency of the investment was a question of discretion necessarily to the stockholders. The same distinction is to be observed in the acts of so called discontinuance. The Legislature determined the legislative question, and left it for the company to judge of their own interests as investors. The Legislature released them from the obligation to remain in the public service.

Aside from the charter of the Manchester & North Weare (Laws 1858, chapter 2155), the discontinuance, whatever else it may be or

whatever it may be to every legal intent and purpose, was an exacted agreement of all parties in interest, authorized by express statute. Upon the facts stated in the case it is impossible to avoid the conclusion, that it was part of the transaction in which the Northern exchanged the Central for the River, or at least a part of the basis of that exchange. Upon those facts a restoration of the disused road by the defendants would be a violation of contract and a breach of faith. What new rights may be acquired in future proceedings under recent laws is a question to be considered when it arises. Upon the facts stated in the case it would be inequitable for the defendants to reconstruct and operate the disused road, unless they derive a power to do it from the charter of the Manchester & North Weare. Laws 1858, chapter 2155.

That charter was granted June 26, 1858, two years after the first act authorizing the discontinuance on the union of the River and Merrimack & Connecticut, and two days after the passage of the second act authorizing the discontinuance without such union. The charter contains no allusion to either of the discontinuing acts. There is no express repeal of the discontinuing law, and no repugnancy that requires a repeal to be implied. The general terms "All the rights, franchises, and privileges heretofore conferred by law upon said New Hampshire Central," to "be held and enjoyed in the same manner as the same were held and enjoyed by said New Hampshire Central Railroad Company, before said Merrimack & Connecticut River Railroad was constituted," are explained by what follows: "And the provisions of the act relating to the union of the Concord & Claremont Railroad and the New Hampshire Central Railroad Company, approved January 8, 1853, so far as inconsistent with the provisions of this act shall become and thereafter be inoperative and void. "The clauses referring to the powers held and enjoyed by the Central before the Merrimack & Connecticut was constituted by the union of the Central and the Concord & Claremont, has no reference to the discontinuance authorized with and without the union of the River and the Merrimack & Connecticut. There is no reason to believe these general terms were intended to repeal the discontinuing laws or to authorize a breach of any agreement that might be made under existing laws.

The injunction granted by Judge Blodgett was against the construction of a railroad across the plaintiff's road in Henniker, or across any public highway, and against the operation of a railroad from North Weare to Henniker in competition with plaintiff's road. This

was less than the plaintiffs were entitled to. The injunction should have been against the reconstruction of any part of the disused road.

Case discharged.

THE STATE'S INTEREST IN THE CONCORD ROAD.

The seventeenth section of the charter of the Concord Railroad which was granted in June, 1835, is as follows :

SECTION 17. *And be it further enacted,* That this State at any time during the charter of the Concord Railroad Corporation, after the expiration of twenty years from the time of the completion of said road, may purchase the same of said corporation, and all the franchise, rights, and privileges of said corporation, by paying them therefor the amount expended in making said road; and in case, at the time of such purchase, the said corporation shall not have received a net income equal to twelve per cent per annum on the amount of such expenditure, from the time of the payment thereof by the stockholders, by paying said corporation such additional sum, as together with the tolls and profits of every kind which they shall have received from said railroad, will be equal to a net profit of ten per cent per annum on the cost of said road from the time of payment thereof by the stockholders to the time of purchase.

The first year after the road was opened it earned and paid its stockholders 9 per cent, the next year 10 per cent, and after that until 1855, an average of 8.8 per cent. In 1856-59 the dividend was 6 per cent, then 8 per cent until 1866, except in two years when it was 7, then 9 per cent one year, and after 1867 ten per cent. It has been notorious, however, that the net earnings of the road during the last 25 years, have largely exceeded the dividends, the surplus having been invested in the purchase and construction of branches, and the reconstruction and improvement of the main line so that the property of the corporation, which was originally represented by the capital stock amounting to \$1,500,000, had become worth several times that sum. What were the rights of the State in this increment, which were

reserved to it in the section quoted above, and how these rights should be exercised, were questions fruitful in discussion for many years. There were probably few people who expected that the State would ever convert any claim it had into cash, but as often as it was judged desirable to bring the road to terms in other matters, or to remind its managers of its liability, bills appeared in the Legislature, providing that the State should pay the stockholders a sum equal to their investment and enough in addition to make their dividends 10 per cent, and take the property; and in 1887 a syndicate of speculators made to the Legislature a formal offer of a half million dollars, for the State's interest in the road. The result of this offer was the passage of a resolution authorizing the appointment of a commission to investigate the subject and report to the next Legislature, what was the character and amount of the State's interest in the road. This commission which consisted of Hon. J. G. Hall, of Dover; Hon. Thomas Cogswell, of Gilmanton; and Hon. John W. Sturtevant, of Keene, attended to its duties, and in 1889 made a report in which it recited the charter of the corporation and other legislative acts bearing upon the subject, described the branches that had been secured by the road, gave tabulated statements of its earnings and expenses as shown by its books, and of its dividends, and expressed the conclusion that the character and amount of the State's interest in the Concord Railroad were, first, to alter and reduce the rate of tolls, and, second, to purchase the road with all the franchise, rights, privileges, and properties belonging thereto, by the payment of—

Capital stock	.	.	.	.	.	\$1,500,000.00
Deficiency of dividends	.	.	.	.	.	659,497.69
Total	.	.	.	.	.	<u>\$2,159,497.69</u>

Or, if simple interest is allowed on deficiency of dividends—

Capital stock	\$1,500,000.00
Deficiency of dividends	659,497.69
Simple interest on deficiency of dividends to April 1, 1889	<u>1,231,257.97</u>
Total	\$3,390,755.66

Or, if annual interest is allowed on deficiency of dividends—

Capital stock	\$1,500,000.00
Deficiency of dividends	659,497.69
Annual interest on deficiency of dividends to April 1, 1889	<u>2,377,552.79</u>
Total	\$4,537,050.48

Or, if compound interest is allowed on deficiency of dividends—

Capital stock	\$1,500,000.00
Deficiency of dividends	659,497.69
Compound interest on deficiency of dividends to April 1, 1889	<u>3,569,170.68</u>
Total	\$5,728,668.37

March 4, 1891, Governor Tuttle transmitted to the Legislature the following communication, which was referred to the judiciary committee of the House :

192 BROADWAY, NEW YORK,
February 27, 1891.

To His Excellency Hiram A. Tuttle, Governor of New Hampshire :

SIR, —Several years ago, I and my associates offered the State of New Hampshire \$500,000 for its interest in the Concord Railroad. Changed conditions induce me to now enlarge the offer. I will give

\$1,000,000 for possession under an act of the Legislature substantially as follows :

The act shall (1) sell and convey to me and my associates to be named hereafter, all the State's rights in the Concord Railroad and its appurtenances, with the privilege of organizing the purchasers as a corporation for operating the road, and shall secure to the new corporation, by proper legislation, the same rights and privileges now held by the stockholders of the present corporation.

The act shall (2) confer upon the supreme court, the jurisdiction, upon proper suit, to transfer to the purchasers all properties now owned by the corporation, and possession of the same, and possession of the road and its equipment, upon the payment to the stockholders of \$1,500,000, and of all arrears of ten per cent dividends without interest on such arrears.

If the State prefers not to receive its \$1,000,000 in one sum, it may be arranged to be paid in installments of \$200,000 annually, with interest; or the installments may be without interest, and the principal sum correspondingly increased above \$1,000,000.

Very respectfully,

AUSTIN CORBIN.

A few days later the judiciary committee reported, and the House adopted the following resolution :

RESOLUTIONS REQUIRING THE OPINION OF THE SUPREME COURT
UPON CERTAIN QUESTIONS.

WHEREAS, A proposition has been submitted to His Excellency the Governor for the purchase of the supposed interest of the State in the Concord Railroad, which proposition was transmitted to the House and referred to the Committee on the Judiciary; and,

WHEREAS, Important questions of law arise thereon; therefore,

Resolved, That the opinion of the supreme court be required upon the following questions :

First. Has the State the right to purchase the Concord Railroad under section 17 of its charter.

Second. If the State has such right and should exercise it, can the State then sell and transfer the Concord Railroad to third parties?

Third. What must the State pay the corporation, if it has the power to purchase and should exercise that power?

Fourth. In the event that the court are of the opinion that the

State has now some rights under section 17 of the original charter of the Concord Railroad, will the court define in what property those rights now exist?

The legal questions having been thus taken to the supreme court, a hearing was appointed and the matter in all its bearings was argued with great eloquence and force before a large audience in Representatives' Hall, by Hon. Wayne MacVeigh, of Philadelphia, and Harry G. Sargent, Esq., of Concord, for Mr. Corbin, and Frank S. Streeter, Esq., for the Concord road. The court sent its opinion, which was unanimous, to the House, March 31.

It was as follows :

To the House of Representatives :

The undersigned have received a copy of a resolution passed by your honorable body, requiring our opinions on the right of the State to purchase the property described in the resolution as "The Concord Railroad." That property is no exception to the rule that private property may be taken for public use on payment of its value to its owner, and the property in question cannot be purchased or taken by the State for less than its value without the owners' consent. As this answer seems to be, for practical purposes, a compliance with the requisition of the House, it is deemed unnecessary at the present time to give a more specific and extended opinion. Understanding that the House desire an immediate answer, we submit the conclusion at which we have arrived without stating reasons, which will be given at a future day. 45 N. H. 596.

C. DOE.
W. H. H. ALLEN.
ISAAC W. SMITH.
LEWIS W. CLARK.
I. N. BLODGETT.
A. P. CARPENTER.

CONCORD, March 31, 1891.

As no one proposed or desired that the State should pay the full present value for the Concord road, in order to deliver it to Mr. Corbin or for any other purpose,

this ended a contention that has been one of the most interesting, though in the light of the court's opinion it would appear to have been one of the most unimportant, in the history of New Hampshire railroads.

ACCIDENTS AND SAFETY APPLIANCES.

Reports upon the fatal accidents which occurred in this State from March, 1891, to January, 1892, a period of forty weeks, are printed in this volume.

During that time forty persons were killed or fatally injured upon our railroads, an average of one a week, which is that of previous years. Of the forty victims, nineteen were employés, five are classed as passengers, and sixteen were neither passengers nor employés. Eight were killed while coupling cars, four fell from freight trains, one was hit by a bridge, one was thrown from a hand car, three were killed by the wrecking of trains, and two were hit while working on the track. Eight were trespassers, three were killed upon crossings, and two were run over by street cars while intoxicated. All of those classed as passengers were injured while attempting to get upon or leave moving cars, being thrown under the wheels. Two were trying to steal rides.

New Hampshire railroads have a wonderful record as to casualties to passengers. Since 1884, when reports of railway accidents were first made to the Board, a period of nine years, no passenger has been fatally or very seriously injured in a passenger car in this State. It is believed that such a statement can be made of no other section of country having 1,100 miles of railroad, and after making due allowances for whatever may be described as good luck, it shows that the danger incident to railway travel has here been reduced to a minimum.

It is not large anywhere, for while trains collide, and are derailed, and plunge through broken bridges and down embankments and into washouts; while iron proves treacherous, and wood decays, and trainmen make mistakes, causing fearful loss of life, so that serious accidents are of almost daily occurrence, the statistics prove that only one passenger in one and three fourths millions is killed in this country, and that a person riding continually 30 miles an hour, could travel 158 years before the law of average would make him the victim of a fatal accident. At the present time, journeying by rail is the safest occupation in which an intelligent, sober, and careful person can engage. In New Hampshire, if we are to take the experience of nine years as evidence, it is almost perfectly safe. In conspicuous contrast to these facts, stand those relating to fatalities among railroad employés. From returns made to the Interstate Commerce Commission the following aggregates were compiled. In the year ending June 30, 1889, only 310 passengers were killed and 2,146 injured in the entire country, out of more than 472 millions carried by the railroads. In other words, only one passenger in a million and a half was killed, and one in about a quarter of a million injured.

Of railroad employés—who numbered 704,748—1,972 were killed and 20,028 were injured. Of trainmen—who numbered 138,323—1,179 were killed and 11,301 were injured, one trainman in every 12 being injured and one in every 117 killed.

Of the trainmen who were victims of accidents, 300 of the killed and 6,767 of the injured were engaged in coupling cars.

The returns for the year ending June 30, 1890, are more complete than previous ones and are doubtless more accurate. They show that 286 passengers were

killed and 2,425 were injured that year, the number killed being one for 1,727,789 carried, and the number of injured, one for 203,064. The employés killed numbered 2,451, and the injured, 22,396, or one killed for every 306 and one injured for every 33. Of trainmen one in every 105 was killed and one in every 12 injured. Three hundred and sixty-nine of the killed and 7,842 of the injured were engaged in coupling cars. Four hundred and fifty-six trainmen were killed and 1,828 injured by falling from cars and engines, most of these being brakemen.

Thus it appears that while only one passenger in one and three fourths millions is killed and one in 200,000 injured upon American railways, one trainman in every 110 is killed and one in every 12 injured every year, and that about one fifth of those killed and one half of those injured, are employed in coupling freight cars. War seldom causes greater destruction of life and limbs than this, and there are railroad yards upon which more men have been killed or wounded, per acre, than upon many famous battle-fields.

Carelessness and incompetency in the men are responsible for a share of this loss, for some of them are unfitted for their positions, and long familiarity with danger renders others indifferent to it. In many cases, they are killed or wounded when the exercise of reasonable care would save them. But as a class, trainmen are intelligent, temperate, vigilant, and judicious beyond almost any other. They are selected and assigned to their various positions with special reference to their natural abilities, experience, and good habits, are trained to have constantly in mind the fact, that not only the lives of passengers and their fellow employés, but their own are in their keeping, and it is seldom that they err in judgment or action. They are generally

capable and faithful. Still they are killed and maimed as are those in no other occupation, and to such an extent that it is strange that they enter and remain permanently, as most of them do, in such a service, and that when they are disabled there is never any lack of new men for their places.

As will be seen, by far the greatest ratio of casualties to the number of men employed, is found among those engaged in coupling and uncoupling freight cars and in operating brakes, and while there has been no investigation to determine to what extent these would be lessened by the use of safety devices, it is generally believed that automatic couplers which would enable men to couple and uncouple cars without going between them, and train brakes which would make it unnecessary for brakemen to climb upon, and pass over and between freight cars as they are now compelled to do, would prevent many if not most of this class of accidents.

The appalling statistics which have been collected and published by railroad commissioners have directed attention to the subject. Railroad managers are keenly alive to the importance of some improvement which will save their employés, and have spent vast sums in experimenting with devices which promise to do this. Railroad employés, experts, and commissioners have studied the problem long and carefully. State Legislatures have gone as far as has been thought prudent, in passing laws requiring the use of something less deadly than the old contrivance for uniting cars, and inventive skill has exerted itself to such an extent that thousands of couplers have been patented and put upon the market, and yet there is not, to-day, one that is known to so meet the requirements, that those whose opinions are entitled to weight will unite in recommending it, or that trainmen would willingly see it adopted.

Experience with so called improved couplers has, as a rule, been fruitful only in disappointment, or at best in demonstration that if a coupler which will stand the test of use has been invented, it has not been brought to the attention of railroad men as it should have been.

When it is considered that freight cars are constantly passing from one road to another, and that a car may during its existence be used upon every road in the country, it is evident that uniformity in type, if not in detail, in safety appliances is essential, and some progress has been made towards such uniformity ; but if we assume as we must that the experience of trainmen is entitled to more weight in deciding the question than the theories of master mechanics and car builders, in traveling towards a uniform type of automatic couplers, we have gone straight away from all else that is desirable ; that even the type that has found most favor and is most generally in use, is by no means the best ; and that we shall soon be compelled to discard it and return to one more primitive and less pretentious, the old link and pin. In 1887, the Master Car Builders' Association, after years of investigation and experiment, recommended the vertical plane-hook coupler, represented by the Janney Gould and Hinson patents, which has since been known as the M: C. B. type. Some of the principal roads in the country accepted this recommendation, and have since equipped cars which they have built or repaired with vertical hook couplers of which some 200,000 are already in use.

At a convention of railroad commissioners held in Washington, last March, a committee was appointed to urge upon Congress, as soon as possible after the opening of its next regular session, the imperative need for action by that body calculated to hasten and insure the equipment of freight cars throughout the country with

uniform automatic couplers and with train brakes, and the equipment of locomotives with driving wheel brakes, and to present and urge the passage of a bill therefor.

This committee met in New York, November 10, and gave a hearing to those interested in the subject of uniform automatic couplers, during which Mr. S. H. Haines, president of the American Railway Association, which is composed of the railroad corporations of the United States, and Mr. M. N. Forney, representing the Master Mechanics' Association, were present and engaged in the discussion.

Messrs. Haines and Forney approved in a general and guarded way, the type known as the M. C. B., but they admitted that the inventors of couplers of this type were the only ones perfectly satisfied with them, and that no one else is prepared to say that any of them fulfill the requirements. On the other hand, Mr. D. B. Sweeney, the Grand Master of the Switchman's Association and a representative of the Federated Order of Railroad Employés; Mr. J. H. Hall, of the Supreme Council of the United States Order of Railroad Employés; Mr. Frank Sweeney, of the Trainmen's Association; Mr. Shaw, of the Yard Masters' Association; Mr. Hoberling, of the Switchman's Association; and Mr. Roach, of the Switchman's Association of Scranton, Pa. — the only men present who could speak from experience, and who were authorized to speak for those whose lives and limbs are put in jeopardy by the use of imperfect couplers — were not only united in the opinion that the vertical hook or M. C. B. coupler is a failure, but that the old link and pin is safer and in every way better, and that the so called improved coupler should be discarded and something that embodies the link and pin hitch be substituted for it.

Mr. Frank Sweeney said that he considered the varia-

tions of those couplers now in use an imposition ; and the fact that so many different styles had been introduced, had rendered the work extremely hazardous. It was dangerous enough before but now it was worse, and as a consequence the switchman was the victim of circumstances over which he had no control. It is impossible to do any switching without something new and unforeseen presenting itself. Most any kind of draft iron, no matter how defective, would seem better than the variations now in use. It is, therefore, the desire of the Switchman's Association to assert that science has done very little for its members. Regarding legislation, there should be something to enforce the standard height of cars, and some steps should be taken either by the Legislature or otherwise bearing on this subject. The devices now introduced do not lessen the danger, but as the majority of managers are doing the best they can to solve the problem it may come out all right.

The Switchman's Association has gone on record at their annual convention of one year ago, as approving of the link and pin over the M. C. B. coupler.

Mr. D. B. Sweeney, favored the link and pin type. The vertical hook was too dangerous. They had to go between the cars to open the knuckle. The uncoupling apparatus was always broken. With the link and pin they knew when a car was cut, but when they threw up the lever they never could tell whether it would open or not. There was nothing better than a link and pin. Besides, said Mr. Sweeney, it is still necessary to go between the cars to open the knuckle, even when in good condition, and they will not couple on curves.

J. T. Chamberlin, master car builder of the Boston & Maine, said that their employes who had spoken, knew better what was wanted than the officers. The men of his road all favored the link and pin type of coupler.

The vertical plane drawbars had broken badly upon his road, and now they had none.

William McWood, of the Grand Trunk, said that personally he was opposed to the vertical plane type. The switchmen's views coincided with his. He did not think the M. C. B. type gave good satisfaction. The pin still remained, and if it became bent the knuckle would not work. Neither were the knuckles interchangeable, which was a serious objection. More satisfaction and better results could be had from a good automatic link and pin coupler.

Mr. Hall, speaking for the men who are most vitally interested, said: They regard the link and pin as the safest that has ever been gotten up. There is no danger in uncoupling if everything goes all right. The careful switchman never steps over the rail; he merely reaches in, pulls the pin, lays it on the deadwoods and is out of the way in a flash, knowing that his train is cut. But if the pin sticks then his danger begins. He reaches in a second time and pulls; meanwhile, his train may be increasing in speed; finally he steps over the rail to get a better hold, the brake-beam catches him and he is lost.

With the vertical plane coupler the difficulties are manifold. The unlocking apparatus will not work, lock pins get bent, knuckles are broken, and there are a thousand and one reasons why the device will not work. Then the man goes between the cars and the loss of a limb is the result. Nothing is to be said against the automatic link and pin couplers, and that is the type that should be adopted.

Mr. Heberling desired uniformity above all things. The link and pin drawbar is the best. The action is certain and it is always the same. This certainty of action is an indispensable condition.

Mr. Roach thought it dangerous work to couple the patent couplings. There has been none devised as yet where the switchman will not have to go between the cars. The old link and pin is preferable, for when one of the D. L. & W. cars with big deadwoods comes in contact with the M. C. B. coupler and a link must be used, it is impossible for the man to see what he is doing. New cars on a straight, level track may work all right, but on curves with couplers in poor repair, with the knuckle broken or the pivot pin bent, then the work is worse than hazardous. Couplers in poor repair will always be the rule with the new type, because they are so difficult to keep in shape; still it is probable that the switchmen will endorse almost anything that may be adopted, no matter what or whose, so long as it accomplishes the great end of securing uniformity.

At a meeting of the Railway Yard Master's Association of America, held at Toledo, Ohio, June 10 and 11, 1891, the following resolutions were adopted:

WHEREAS, The convention of yard masters held in Richmond, Va., in 1889, recommended the adoption of the Janney drawbar; and

WHEREAS, Since then it has been adopted as an experiment by some roads, and has, in a great measure, proved a failure; therefore, be it

Resolved, That we rescind our recommendation made at that convention, and hereby recommend the J. B. Safford or some other good link and pin coupler of standard height, without deadwoods, until such time as a better coupler is invented.

Trainmen whom we have met are in thorough accord with the opinion, that even the Safford link and pin coupler is preferable to any of the M. C. B. type, and that the money spent in displacing it has been worse than wasted. People who have never had an hour's experience in railroading and never spent an hour investigating

the subject, have no difficulty in satisfying themselves that they could speedily put a stop to the slaughter incident to coupling cars, and they are not backward in making known their plan or in insisting upon its adoption. "Compel the roads to equip their freight cars with uniform automatic couplers," is their advice to Congress, legislatures, and commissions. If it had been acted upon three years ago, the freight cars of the country would have been supplied at a cost of more than \$25,000,000, with couplers of the M. C. B. type, which, if we are to accept the testimony of the men we have quoted, and we know of nothing to the contrary from trainmen, are more murderous than the old link and pin. As it is we have in use 200,000 of these couplers which we must rid ourselves of before men employed in making up trains will be as safe as when we started. It will then remain to find and test a coupler that will meet the requirements, which trainmen believe will be a combination of the Safford drawbar and an automatic link and pin.

The conclusion follows that New Hampshire has done well to wait and thereby avoid the mistakes that have been made in trying to force upon the roads, couplers that are improvements only in name, and that Congress, to which we must look for remedial legislation when the proper time comes, because uniformity is the first essential, may wisely defer compulsory action for the present.

The difficulties in the way of equipping freight cars with air brakes are much less numerous and serious. The patents are not many, and there is very general consensus of opinion as to which is best. All of them are improvements upon the old hand brakes, and the chief obstacle in the way of their general use is their cost, which is of secondary importance.

Practically, all passenger locomotives and cars in this country are now equipped with train brakes, and more than half, or 9,528 out of a total of 16,140 freight locomotives are also supplied with these appliances.

Of the 913,580 freight cars in use in June, 1890, only 78,475 had train brakes. Steady progress has been made in substituting steam heating apparatus for stoves and hot water heaters in passenger cars used in this State, and on all main lines, passenger cars are now warmed from the locomotive.

VOLUME OF BUSINESS.

The recent changes in our railroad systems render it impracticable to compare the volume of their business in 1891, with that of preceding years, and if such a comparison could be made, it would be only an indication of the growth of the traffic in this State, as the greater part of all these systems except one, is outside the boundaries of New Hampshire. But we know that there has been a steady and rapid increase in such traffic. The growing need of terminal facilities at all important shipping points, with which the capital and energy of the corporations can hardly keep pace and which is never satisfied, shows that our local freight business steadily assumes larger proportions, and the multiplication of well patronized passenger trains bears similar testimony as to the travel by rail.

Following is a statement of the number of passengers and tons of freight carried by the roads doing business in this State, and of the number of miles run by their locomotives during the year ending June 30, 1891.

	Passengers carried.	Tons of freight carried.	Miles run.
Boston & Maine.....	31,174,544	6,982,022	12,853,084
Concord & Montreal.....	1,650,441	2,196,748	2,585,001
Connecticut River.....	4,110,138	898,563	845,434
Fitchburg.....	6,719,206	4,215,024	6,304,182
Maine Central.....	1,943,351	1,744,519	1,226,154
Atlantic & St. Lawrence.....	365,553	897,799	1,320,680

FARES AND FREIGHTS.

The Concord & Montreal has made a reduction in local fares upon its Mountain division and there have been concessions on certain classes of freight upon several lines, but beyond this, rates are the same as a year ago. A numerously signed petition for a reduction of fares upon the Grand Trunk in this State was received last summer, but has not yet been acted upon because of the vacancy upon the Board. The average charges of our several railroad systems, were as follows :

	Boston & Maine.	Connecticut River.	Fitchburg.	Maine Central.	Atlantic & St. Lawrence.	Concord & Mon- treal.
RATES OF FARE.						
Average rate of fare per mile received for local tickets.....	.018	.0213	.0186	.035	.0332	.0236
Average rate of fare per mile received for commutation tickets.....	.01-.02	.....	.0117	.026	.0188	.....
Average rate of fare per mile received for mileage tickets.....	.02	.0205	.0202	.0275	.0250	.02
Average rate of fare per mile received for season tickets.....	.0073	.0085	.0071	.....	.0075	.0085
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies.....	.0184	.046	.0190	.02	.0197	.0166
RATES OF FREIGHT.						
Average rate per ton per mile received from freight way-billed local.....	.02616	.0484	.0264	.0213	.0137	.0194
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies.....	.01122	.0242	.0081	.0159	.0057	.0085

RAILROAD TAXES. — 1891.

	Valuation.	Proportional.	Amount in towns.	Valuation for taxation.	Tax.
Boston & Maine	\$2,750,000	\$2,585,000	\$75,340	\$2,509,660	\$37,142.97
Concord & Claremont....	600,000	564,000	3,900	560,100	8,289.48
Concord & Montreal.....	6,000,000	5,640,000	150,500	5,489,410	81,243.27
Concord & Portsmouth...	600,000	564,000	.....	564,000	8,347.20
Connecticut River.....	225,000	211,500	10,450	201,050	2,975.54
Dover & Winnepesaukee.	375,000	352,500	4,800	347,700	5,145.96
Eastern.....	425,000	399,500	75,266	324,234	4,798.66
Fitchburg	1,635,000	1,536,900	16,200	1,520,700	22,506.36
Grand Trunk.....	500,000	470,000	1,400	468,600	6,935.28
Manchester & Keene....	120,000	112,800	18,300	94,500	1,398.60
Manchester & Lawrence.	1,500,000	1,410,000	3,296	1,406,704	20,819.22
Manchester & No. Weare	80,000	75,200	.....	75,200	1,112.96
Mount Washington	150,000	141,000	.....	141,000	2,086.80
Nashua, Acton & Boston.	20,000	18,800	.....	18,800	278.24
Nashua & Lowell.....	400,000	376,000	25,700	350,300	5,184.44
Northern.....	2,250,000	2,115,000	11,300	2,103,700	31,134.76
Peterborough	50,000	47,000	800	46,200	683.76
Peterboro' & Hillsboro' ..	70,000	65,800	.....	65,800	973.84
Portsmouth & Dover....	100,000	94,000	.....	94,000	1,391.20
Portland & Ogdensburg..	300,000	282,000	500	281,500	4,166.20
Portland & Rochester....	30,000	28,200	.....	28,200	417.36
Profile & Fran. Notch....	100,000	94,000	.....	94,000	1,391.20
Sullivan County.....	700,000	658,000	.....	658,000	9,738.40
Suncook Valley.....	140,000	131,600	3,600	128,000	1,894.40
West Amesbury Branch..	20,000	18,800	.....	18,800	278.24
Whitefield & Jefferson...	125,000	117,500	.....	117,500	1,739.00
Wilton.....	250,000	235,000	2,150	232,850	3,446.18
Worcest'r, Nash. & Roch.	1,200,000	1,128,000	14,700	1,113,300	16,476.84
Wolfeborough	50,000	47,000	4,500	42,500	629.00
Manchester St. Railway..	30,000	28,200	.....	28,200	417.36
Totals.....	\$20,795,000	\$19,547,300	\$422,792	\$19,124,508	\$283,042.72

The railroad tax is \$283,042.72 against \$268,018.62 for 1890.

The Portsmouth, Great Falls & Conway has been consolidated with the Boston & Maine; the Cheshire and Monadnock with the Fitchburg. The Whitefield & Jefferson comes in this year for taxation for the first time.

The expense of the railroad commission is met by a tax levied upon the gross receipts of the various railroads. It is \$7,424.03 against \$7,395.20 for 1890.

PART II.

FATAL ACCIDENTS.

FATAL ACCIDENTS.

DEATH OF GEORGE COLEMAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March, 1891.

March 18, 1891, at 5.40 o'clock in the afternoon, at North Walpole, on the Sullivan County Railroad, George Coleman was struck, run over, and fatally injured by the engine of freight train No. 2.

The accident occurred on the westerly railroad track, about one hundred and seventy feet southerly of the highway crossing next northerly of the railroad bridge crossing the Connecticut river.

Mr. Coleman resided in North Walpole, a short distance westerly of the track on which he was injured. He was an employé of the Fall Mountain Paper Company, in Bellows Falls, and at the time of the accident was on his way to his work, going by way of the track and railroad bridge, a route much nearer than by the highway. The engine which struck and injured Mr. Coleman at the time of the accident had attached to it but two cars, which were being run into the Cheshire yard; the balance of the train was left upon a siding north of the crossing. The usual and required signals of whistling and bell-ringing were given before and while making the crossing.

At the time of the accident, freight train No. 5, over the Sullivan Railroad, was moving northerly on the easterly track, or the track parallel with the one on which the accident occurred, and about seven feet from it. This north-bound train was at the time moving at the rate of about ten miles an hour, while that causing the accident was moving at the rate of but four or five miles an hour.

No one saw the deceased on or near the track until just before he was struck, when the engineer got a glimpse of his head and shoulders and immediately reversed his engine; but he could not stop it until it ran on to him. It appears quite probable from the evidence and the general situation and movement of the different trains, that

Mr. Coleman, when he left the highway at the crossing, walked between the easterly and westerly tracks, which is a space of about seven feet, until he met the north-bound train, and to avoid collision with that stepped upon the westerly track, on which No. 2 was moving, being unconscious of the presence of that train. The deceased was represented as a man about forty-five years old, in possession of all his faculties, steady, and of good habits. He died in about six hours after the accident.

The witnesses who testified before the commission were William Murphy, the conductor, and Joseph Bolster, the engineer of train No. 2, and J. E. Goodwin, the assistant superintendent of the railroad.

JOHN M. MITCHELL,

For the Board.

DEATH OF JOHN J. HANSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March, 1891.

February 27, 1891, at 7.15 A. M., John J. Hanson, a brakeman on freight train No. 2, on the Concord division of the Boston & Maine Railroad, was fatally injured at or by Baker's bridge, east of Lebanon. Shortly before the bridge was reached, he was in the engine, and left it saying he would "go out to the weather," and he went upon the first car. It was part of his duty to set the switch at Lebanon, and his failure to appear and perform this duty led the engineer to conclude that he was missing from the train, and although search was immediately made for him, he was not found. His cap was found on the left hand corner of the forward end of the second car. The brakes upon the first and second cars were at the rear end. The brake on the first car was not set; the dog of the brake upon the second car was broken. The conductor and engineer of passenger train No. 53, south-bound, which passed freight train No. 2 at Lebanon, were notified of the loss of this brakeman, and requested to find and care for him. As No. 53 reached the west end of Baker's bridge, Mr. Hanson was found lying upon the ground unconscious, head toward the bridge, five feet northerly, outside the rail, and twenty-two feet from the bridge. He had apparently slid along in the snow some eight or ten feet. The trainmen of No. 53 took him to Enfield and there placed him in charge of a physician, and he died

at 10.15 A. M. the same day. The skull was fractured at the base of the brain, and there were three wounds and several slight abrasions on the head. There was hemorrhage from both ears, and spasmodic vomiting, from which he suffered, caused a strain which produced protrusion of brain substance from the left ear. Dr. Leet, who attended Mr. Hanson, found on his hair, above the skull wound, some smoke or crock.

Baker's bridge is eighteen feet and two inches high, twelve feet and seven inches wide, and one hundred and eleven feet long. There were no guards at either end of the bridge. The height of the first car on train No. 2 was twelve feet and eleven inches. If Mr. Hanson was standing upon this car when it passed under the bridge, the injury undoubtedly was caused by striking the bridge. The second car was much lower, and even if standing upon that his head would not reach the bridge.

Like all similar accidents to which there are no living witnesses, the real cause must be more or less conjectural; but weighing all the testimony and circumstances in this case, it appears quite probable that, as the deceased was standing or walking upon the first car, toward the rear end, he was struck by the bridge, felled to the car, and there lay while the car was passing through the bridge, and near the point where found he rolled off on the northerly side of the train. This conclusion is strongly supported by the fact, that on the back side of his head was found smoke, or crock, indicating that his head came in contact with the bridge on which smoke, or crock, was left by the locomotive passing under it.

JOHN M. MITCHELL,
For the Board.

DEATH OF JOHN FERGUSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, March, 1891.

Witnesses: W. A. Davis, engineer; W. K. Hackett, brakeman; and Myron M. Weed, conductor, all of Windsor, Vermont.

In the evening of January 26, 1891, an accident occurred on the Sullivan County Railroad near the South Charlestown station, which resulted in the almost instant death of John Ferguson, of Langdon.

Ferguson had been to Bellows Falls, in Vermont, with a span of

horses and horse sled the Saturday before the accident. He got under the influence of liquor while there, and was taken in charge by the authorities of the town, on Sunday. His team was also put into a stable and cared for. About nine o'clock on Monday night, he started for home, as was supposed. He took the proper highway to go home, and went as far as the South Charlestown station; then instead of continuing his course to the right and toward his home, he turned almost at right angles to the left, at the north of the station, and the team went upon the track to a point a few rods south of the station and there stopped, one runner, it is supposed, having caught in a frog. No one knows whether he reined his team in this position, or whether he was asleep and the horses went there of their own accord.

A freight train, No. 76, from Windsor, Vt., was due there about 10.25 p. m. The train consisted of thirty loaded cars, and was running from twenty-five to thirty miles per hour; there is quite a sag in the road north of the South Charlestown station, and a high rate of speed is necessary to carry a train over it. The whistle was sounded for the station and the highway crossing south of it, and the bell was rung by the fireman. Mr. Ferguson and his team were not discovered by the engineer until it was too late to stop his train. The danger signal was given, and all hands applied the brakes as speedily as possible, but to no avail. The locomotive hit the team and threw the horses in one direction and Mr. Ferguson in another. As soon as the train was brought to a stop, it was slowly backed to the place of the accident. One horse was instantly killed and the other was so badly hurt that he was at once killed. Mr. Ferguson was found near by. He was alive but unconscious. He was taken to the station and after the station agent arrived was placed inside. The locomotive was dispatched to Bellows Falls, a few miles distant, and returned with a physician, but Mr. Ferguson was dead, having lived only about an hour after he was picked up.

The selectmen of Charlestown were notified, and also the selectmen of Langdon, who took charge of the body. From the testimony, no one seems responsible for this sad accident except Mr. Ferguson himself, who, no doubt under the influence of liquor, either got asleep while riding and his horses went wherever they pleased; or else in a dazed condition he drove them in this dangerous position. It appeared that the train did not run over him, but threw him quite a distance.

B. F. PRESCOTT,
For the Board.

DEATH OF GEORGE S. HANSCOM.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, April 19, 1891.

Witnesses: Emmons Garland, conductor; John Bennett, baggage master; George E. Hobbs, brakeman; William Winn, fireman; F. F. Grant, station agent; James H. Broughton, foreman of section, all of Portsmouth; C. B. Remick, brakeman, of Kittery, Me.; and J. E. Clough and J. F. Fernald, citizens of Dover.

This fatal accident occurred in the station at Portsmouth, on the Eastern division of the Boston & Maine Railroad, on the 20th day of March, 1891, at about 5.18 o'clock, P. M. A passenger train was approaching the station and was entering it in the usual manner, and its ordinary rate of speed, which was from six to eight miles per hour, and stopped at the same place where it always stops.

Mr. Hanscom was a car inspector, and examined the wheels, brakes, and other running gear of the cars. He had come out from a small building which he occupied at the west end of the station, with his hammer in his hand, and entered the station, and walked through the station in close proximity to the track on which the approaching train was coming. By some means he got so near to the rail that the pilot of the locomotive caught him, threw him upon it and carried him some 250 feet, to its usual stopping place. He was at once taken to his home in an unconscious condition, and died early in the evening. His skull was badly fractured, and he never spoke after the accident. He was a sober, prompt, intelligent, and faithful man, and had been in the employ of the road for about twenty years, and in his late employment for many years. Mr. Hanscom was perfectly familiar with the arrival and departure of all the trains that come into the station. The whistle was sounded at the usual place, the train was on time, the brakes were applied, and the bell was rung before and while entering the station. The engine driver did not see him, or know of the accident, until he stopped. The two witnesses from Dover, who saw him, testified that he appeared to them to be getting too near the track, and one of them shouted to him, but he gave no heed. From the evidence given, it did not appear that any one was at fault or could have prevented the accident. It seems to be one of those accidents that frequently happen, where an employé

of a railroad who is perfectly familiar with the running of all trains sometimes exposes himself to danger when no one can give a reason for his act.

B. F. PRESCOTT,
For the Board.

DEATH OF SYLVESTER CLEVELAND.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May, 1891.

Witnesses: J. J. McIntyre, engineer; Timothy Y. Connors, fireman; A. S. Roberts, brakeman; G. O. Flanders, conductor; Burt N. Hoyt, station agent; E. M. Butler, Harry M. Luther, Samuel J. Averill, Anna Averill, C. D. Robbins, and Miss Dora Robbins.

May 3, 1891, as Sylvester Cleveland, a young man who resided upon a farm in Salem, was driving homeward over the highway crossing, just above the flag station at Messer's, upon the Manchester & Lawrence Railroad, his team was struck by the locomotive of the afternoon passenger train south, No. 266, and he was thrown from his carriage with great violence and instantly killed. The witnesses in the case, among whom were not only trainmen and depot master, but six thoroughly reliable citizens who were eyewitnesses, leave no doubt as to the material facts. The train was not signalled to stop at Messer's that evening, and was running at the usual rate, about 25 miles an hour. The whistle was sounded at the post, 80 rods above, and the bell was rung as required. Having done this, and knowing that the crossing was guarded by a flagman, the trainmen were at liberty to assume that it was clear, and did so. The engineer was watching the track in front of him, as he was bound to do, and the others were attending to their duties.

Mr. Burt N. Hoyt, the station agent, whose business it is to flag the crossing for all trains, heard the whistle, went from the station platform into the highway near the track, and seeing Mr. Cleveland coming down the road waved his flag vigorously to warn him to keep away from the crossing. This he continued to do until the horse was close upon him, when he jumped to one side, and a second later, the locomotive struck the team. Mr. and Mrs. Samuel J. Averill, whose house stands upon the highway about 375 feet east of the track, were in their doorway when Mr. Cleveland passed. When

they first saw him he appeared to be lost in thought, but when the whistle sounded, he turned his head in the direction from which the sound came, seemed to pull up his horse for an instant, and then let him out and pressed forward toward the track at a speed of six or eight miles an hour. Mr. Averill remarked to his wife, "You don't suppose he is going to cross that track;" and when she replied that perhaps he thought he could get over safely, her husband added, "If he tries it he will be killed." They then rushed into the road to watch the team, saw it pass upon the track in spite of Mr. Hoyt's warning, and witnessed the collision. It is their opinion that Mr. Cleveland heard the whistle, that his horse though a spirited one was manageable, and that he thought he could pass before the train, and was determined to do so. Mr. C. D. Robbins and his daughter Dora, who reside on the west side of the track, about 300 feet away, heard the whistle, turned their attention toward the railroad, saw Mr. Cleveland as he came down the hill from Mr. Averill's, and watched him until he was killed. Their testimony, and that of E. M. Butler and Harry M. Luther, who were upon the depot platform, is all corroborative of that of Mr. Hoyt and the Averills, and we find nowhere any evidence to suggest that the accident was due to carelessness, neglect, or other fault of any one except the victim, who undoubtedly knew the train was nearing him, and could have stopped and let it pass had he been so disposed. Just before reaching the crossing the track passes through a cut in a ledge which obstructs the view of engine-men and travelers upon the highway, but this does not appear to have contributed to this fatality; for Mr. Cleveland must have known the train was coming before it entered the cut, and if the engineer had seen him as far back as Mr. Averill's he could not have stopped the train, and should not have tried to do it, for it was to be assumed that with a flagman to warn him he would keep away from the crossing until it was safe to pass over it.

H. M. PUTNEY,
For the Board.

DEATH OF W. H. WAITT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May, 1891.

Witnesses: John A. McLeod, coupler; M. L. Strang, coupler; E. H. Sanborn, switchman; S. H. Peckham, car inspector; Martin Cleary, engineer; and Henry Forbes, yard master.

This fatal accident occurred at Nashua, in the yard of the Concord & Montreal Railroad, on the 26th day of March, 1891, at about 9.45 o'clock in the evening. The facts gathered from the testimony, which does not include that of Mr. Case, an important witness, who could not be found on the day of the hearing, are as follows:

At the hour indicated above, some shifting was done in the Nashua yard, at the north end, near the bridge over the Nashua river, in making up a train that was going north. A few cars had been thrown upon tracks in their appropriate places. A box-car and a platform car were to be thrown south, to be coupled to cars already upon that track. Mr. Waitt was upon the box-car with his lantern. When everything was ready, Mr. George F. Case, who was on duty as a pin-puller that night, gave the signal to the engineer to give the two cars sufficient momentum to reach the point where they were going, pulled the pin between the platform car and shifter, and hallooed to Mr. Waitt to "look out." The evidence was, that no more force was given the cars than was necessary, and that they were going no faster than a person could walk. Mr. Waitt was seen on the box-car with his lantern, near the end toward the shifter, apparently not more than three or four feet from the end and on the west side of the car. In some way he fell, and probably hit his head on the side-board on the platform car and then fell to the ground. In some manner he got upon the rail and the rear trucks of the platform car, but they did not run over his body. As soon as discovered the car was pushed off his clothing so he could be taken out. He was carried to the freight house and a physician summoned, with coroner and policeman. He showed no signs of life when removed to the freight house. An inspection of the cars showed that the ladders and handles were in perfect condition, and that the brake was not set off. The car was going so slowly, it was unnecessary, as supposed, to use the brake.

Mr. Waitt had been in the employ of the road but a short time, but had been on other roads for several years. He was considered a careful and capable man, with good habits. It is evident that he fell, as small bits of glass from his broken lantern were found upon the side-board of the platform car, but no one saw him fall and no one knows how it occurred. There seems to have been no irregularity in the handling of the cars in making up the train. The night was pleasant, and the top of the car was not slippery, and no blame can be attached to any one in the yard or those operating the shifter in making up the train.

B. F. PRESCOTT,
For the Board.

DEATH OF MOSES C. KIMBALL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May 29, 1891.

Witnesses: Benjamin F. Blodgett, Mrs. B. F. Blodgett, Ira G. Noyes, Mrs. Ira G. Noyes, and James Horan, citizens of Jefferson, and James Asnault, conductor of train.

On the 24th of March, 1891, at about 12.30 P. M., Moses C. Kimball, about seventy-five years of age, and a citizen of Jefferson, was instantly killed on the Coös division of the Maine Central Railroad.

The accident occurred near a locality called "Riverton." Mr. Kimball lived near there, and on the day of the accident had been at work at a neighbor's and had dined there. After dinner he went to another neighbor to see if he would cut a few bushes so that he could see the cars from where he lived more plainly. In going to this house, he went and returned a portion of the way upon the railroad track. On his return, when upon the track and within twelve or fifteen feet of the highway crossing, a construction train was backing from Lancaster to what is called "Quebec Junction." The whistle was blown for the crossing and the bell was rung as usual. The train was running about ten miles an hour. Mr. Kimball was discovered upon the track, and when he gave no attention to the train, a motion or signal was given to the engineer by the conductor to stop the train, and he at once called for brakes and reversed his engine. The employes on the caboose car shouted to Mr. Kimball to the utmost of their voices, but he gave no attention. The whole train ran over and instantly killed him. It appeared in the evidence that he was very deaf and could not hear the loudest noises unless by the aid of an ear-trumpet. The testimony of some who saw him and lived near by seemed to show that he was looking at some loaded cars upon a side track and gave no attention to the demonstrations that were made to attract his attention. He used the track to walk upon as it shortened by a few rods the distance over which he traveled. The engineer could not see him, as he was backing, and the saloon car obstructed his view. He did all in his power to stop the train when he was signaled. Those who saw him upon the track did not know that he was deaf, and supposed he would step off when the crossing whistle was given.

Mr. Kimball was strong and vigorous, and had no infirmity except great difficulty in hearing, and was acquainted with the locality and the running of trains.

B. F. PRESCOTT,

For the Board.

DEATH OF W. E. MUIR AND J. W. JARVIS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, May, 1891.

Witnesses: William Greeley, Allison O. Hubbard, and John P. Anson, of Lunenburg, Vt., and Leslie H. Whitcomb, of Bartlett.

Freight train No. 179, upon the Maine Central Railroad, left Lunenburg, Vt., between seven and eight o'clock, January 12, 1891. It was composed of twenty loaded box-cars, a saloon car, and two locomotives. The day was very stormy; rain and sleet in the morning and snow afterwards. On reaching Fabyan's, three cars were set out of the train, which proceeded to Crawford's, where one of the engines was detached and sent back, this being the usual custom. The testimony of Conductor Greeley as to what occurred afterwards is substantially as follows: "We left Crawford's slowly. I was in the saloon car. The brakemen, William E. Muir and J. W. Jarvis, were upon the top of the train. When we pitched over the hill, I saw them setting up the brakes, as they always did at that point, and I set up the brake on the saloon. When we had gone about half a mile farther, I became aware that the brakes were not holding us and that we were gaining in speed. I climbed into the observatory, or lookout of the car, and saw the brakemen at work the best they could, but we continued to gain and were soon running very fast. The car rocked badly, and it seemed to me the sides almost touched the ground at times. Articles in it were hurled from one side to the other, and I was soon shaken out of the lookout. As we were going over the Frankenstein trestle, I climbed back and saw that the saloon car had been broken from the train. The air was full of snow and I could not distinguish the brakemen, but about a mile and a half below the trestle I saw the other cars part from the engine and leave the track. They were all wrecked, and with their contents piled in a mass beside the road and along the highway which runs parallel with it at that place. The engine kept upon the rails and came to a stop at the bottom of the hill. My saloon car after leaving the rest of the train was held some by its brake, but ran slowly to the wreck, where it went off. I got out and found Jarvis all cut to pieces beside the track. Muir's body was not found until a day or two after, when it was reached in digging through the wreck. Both men were undoubtedly killed instantly. All the cars had brakes, and they were all examined by the brakemen before we left Fabyan's, by my order,

because it was so icy. They were all reported in good order, but between Lunenburgh and Fabyan's we ran through water and slosh which were a foot above the rails, and this may have frozen to the brake shoes and prevented them from holding. I can give no other reason why the train became unmanageable. The grade below Crawford's is 116 feet to the mile for eight or nine miles, and over a portion of the distance we must have run nearly a mile a minute. The train was of the usual length. Do not think a short train is so safe going down a hill as a long one, as the curves help check a long one and we have in it more brakes that will take hold. Brakes often fail to answer their purpose when we can find no reason why they should. I have known trains to run away upon the steep pitches on this road several times, but not so fast as to be dangerous because they were always brought up when they reached the hollows. Think the derailment in this case was caused by the breaking of a wheel or some other part of the first car, of which there was evidence upon the ties some distance back. Have run this train several years and do not consider the road through the Notch and down the hill any more dangerous than any other part. Can suggest nothing that would have prevented this accident. Have no fears of another like it."

Allison O. Hubbard, the engineer, stated that the engine was a heavy "Mogul," equipped with vacuum brakes in perfect order, and one of the best on the road; that he had to work steam some going up the hill from Crawford's, but when opposite Mount Willard found the train was gaining and reversed his engine, put on the brake, and sanded the track, which he continued to do until he came to a stop; that he expected to get control of the train again in going through one of the hollows, and was not frightened until he nearly reached the scene of the accident; that the track was in good condition and the train such as is usually taken at that time of the year.

Mr. Whitcomb, the fireman, corroborated this, and Mr. Peterson, a car inspector who examined all the cars at Lunenburgh on the evening of the 11th, testified that they were all in good condition then.

Little can be added to this story of the trainmen, who were the only ones who saw the accident or can give any information regarding it, and we accept their conclusions, that the cause cannot be definitely ascertained, and that it cannot reasonably be charged to the neglect or carelessness of any one.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN BURNS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June, 1891.

Witnesses: George E. Whittier, conductor; and J. H. Griffin, brakeman, Portland, Me.; and L. W. Corliss, brakeman, Charlestown, Mass.

On the 12th day of May, 1891, a fatal accident occurred on the Boston & Maine Railroad near the station in Dover, which resulted in the death of one John Burns, who was a trespasser on the road. The accident happened between twelve and one o'clock at night, when a freight train was in motion and going in the direction of Portland. When near Dover the train had occasion to stop to await the disposition of other trains in the yard at Dover. Burns and a man with him were near the train on which he was killed, and attempted to board it in order to steal a ride to Lewiston, Me., as the companion of Burns stated to one of the brakemen. Burns's companion got upon a platform car, while he, in making the attempt, fell under the wheels and was instantly killed. Both were under the influence of liquor, as appeared in the evidence. When the companion of Burns heard his groans, he jumped from the car and attempted to get away, but was intercepted and interrogated in reference to the matter, and he stated that they had been at work at Great Falls and were endeavoring to steal a ride to Lewiston. The corporation notified the coroner, who took the body in charge, and everything was done that could be. No one connected with the train knew that these men were near it when they were attempting to get upon the car, and cannot in any way be responsible for the accident.

B. F. PRESCOTT,

For the Board.

DEATH OF MOSES DUSTIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June, 1891.

Witnesses: John R. Hickey, car inspector; Albert Whitney, assistant yard master; Chandler Clough, signal tender; Harry

Rogers, yard brakeman; William LaFlamme, yard brakeman, all of Manchester.

For the corporation, Hon. J. W. Fellows.

For Mrs. Dustin, Wallace Clement.

Moses Dustin, an experienced, competent, and faithful yard brakeman, was found crushed beneath the rear brake-beam of a box-car in the Concord railroad yard in Manchester on the afternoon of May 15. He was taken out by fellow workmen, carried to the Elliot hospital, and tenderly cared for until he died, about three hours after he was injured. A searching investigation, in which the board has been aided by counsel for the corporation and the attorney of the widow of Mr. Dustin, has not enabled us to discover any person who saw this accident or who can do more than guess as to its cause. The first known of it was when Chandler Clough, a signal tender; John R. Hickey, a car inspector; and Albert Whitney, the assistant yard master, who were fifty or sixty feet distant, heard Dustin's outcry after he had been run over. The car had come in from the North Weare road, and had been "kicked" up the middle track, in order that it might be coupled to other cars standing farther up that track, and put into a train destined for Nashua. It was detached from the engine, and was moving, when it crushed Mr. Dustin, by the momentum given it before it was cut from the engine, probably from four to five miles an hour. William LaFlamme, a yard brakeman, was upon its top to regulate its speed. When it was started it had no link in the drawbar of the upper end which was to be coupled to the lower end of the stationary car above. It was Dustin's duty to procure a link to supply this deficiency, accompany the car up the track, and when it reached the one standing there to make the hitch. In attempting to do this, he was run over and killed. No one had given him any orders that afternoon because it was not necessary. He knew what his work was, and how it should be done. As the car moved along, he was seen by Mr. LaFlamme, who was upon its top, and by Mr. Harry Rogers, who was a short distance away, running or stepping briskly along beside it with a link in his hand. They also saw him cross the rail, and pass in front of the car, when he disappeared from the view of these two men, and a moment later his cry told them he had been hurt. As the link which they saw in his hand was found pinned into the drawbar after the car was stopped, it is clear that he put it there when he went in front of the car, and the presumption is that while doing this and at the same time moving up the track in order to keep ahead of the car, he tripped and fell between the rails. It was suggested that as he was moving up the

track sideways or backwards, as he must have moved while adjusting the link, he lost his balance, and again that his fall was caused by his stepping into a depression in the ground between the ties, which served as a ditch to carry surface water to a cesspool near by, but there is no evidence to substantiate either of these theories, and the only reason for accepting either is that none more probable is offered. His fellow workmen in the yard were not at fault, and the car and its appliances were in good order.

H. M. PUTNEY,
For the Board.

DEATH OF LESTER N. YOUNG.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June, 1891.

Witnesses: Amos R. Conery, engineer; Arthur H. Hardy, fireman; John H. Dorr, brakeman; D. S. Swett, brakeman; Frank Barr, station agent, all of Nashua.

For the Boston & Maine Railroad, Hon. J. W. Fellows; for the friends of Mr. Young, S. A. Fuller, of Boston.

An extra freight train composed of twenty-three cars, all heavily loaded with brick and other heavy merchandise, from Rochester and Epping, reached Hampstead on its way to Nashua about midnight on the morning of May 12. It waited at Hampstead for No. 21, which was an hour late, to cross, and then proceeded toward Windham. The night was dark and rainy, and the track was very slippery. When the train came to the place known as Derry Dock, which is on a reverse curve and upon a steep grade between Hampstead and Windham, its weight proved too great for the locomotive to haul, and it came to a stop and then drifted slowly back down the hill.

At this time the conductor, Lester N. Young; the engineer, Amos R. Conery; the head brakeman, John W. Dorr; and the fireman, Arthur H. Hardy, were upon the engine or tender, and after some discussion as to whether it was best to back the whole train upon level ground so as to get headway enough to take it over the hill whole, the conductor decided to cut it, remarking that he had some cars to leave at Windham and had no time to lose in trying to get over whole.

He accordingly left the locomotive to go back and cut the train in two near the middle, walking or running toward the rear as it drifted

toward the foot of the hill, until he reached the second car, when he stepped between it and the one in front of it, and got upon the brake-beam to ride until they should stop, when he intended to get off and go back to the place where he could pull the pin and divide the load nearly in the middle. At this time all those upon the engine supposed that the train was whole; but as it appeared afterwards a pin had jumped from the coupling between the thirteenth and fourteenth cars from the engine, and left ten cars uncoupled from the front section of the train. These ten cars having parted from the others which were held, or partially held, by the engine, ran back to the foot of the hill and stopped there. D. S. Swett and another brakeman were in the saloon or buggy when it became apparent that the locomotive had more than she could haul, but immediately went out upon the top, and in response to the engineer's call for brakes set up the brakes within their reach, which helped to fix the rear section firmly upon the track when it stopped. The forward section ran back until it covered the space between it and the rear, when the two collided with such force that the drawbar of the second car, between which and the first Mr. Young was standing upon the brake-beam, was wrenched out, and the two cars were forced so close together that he was crushed between them, and so injured that he died in a few hours. When the collision occurred, Mr. Dorr, the forward brakeman who had followed Mr. Young from the engine and got upon the second car to ride back with him and assist in cutting the train, jumped to the ground, caught him as he fell from between the cars, and laid him upon the ground. The engineer took the injured man upon the locomotive, and having telegraphed to Nashua for a physician to be in readiness there, carried him to his home in that city, where he was cared for until he died, about 5 o'clock the next morning.

Seven cars were so badly wrecked in the collision that it was necessary to reload their contents, and others, short cars loaded with brick, were thrown from the track without being damaged. The car from which the drawbar was wrenched belonged upon the Passumpsic road. Its condition before the accident cannot be ascertained, but there is no reason to suppose it was not sound.

It is difficult to place the responsibility for this accident, but it was not the fault of the living trainmen, who were competent and attentive to their duties. They failed neither in judgment nor endeavor. It was impossible for them to know the train had broken apart, and all they did was the part of prudence. Mr. Young could have saved his life by walking back or by riding upon one of the cars instead of taking the place of danger he did, but he violated no rule or regula-

tion, and did simply what most other men would have done under similar circumstances, and what other trainmen do every day. He was a prudent, careful, experienced man, and, while he might have been more cautious in this case, it cannot be said that he was reckless. If he was at fault, it was a fault for which he would never have been blamed if he had escaped unharmed.

The evidence before us was to the effect that the cars and engine were in serviceable condition, and the load, while a heavy one, was no greater than is often taken over that road in safety and without much difficulty.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE MORISE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, June, 1891.

Witnesses: Harry A. Deshon, conductor; Napoleon Dessette, driver; George M. Clark, Curtis Joy, George Gennery.

An accident which proved fatal occurred on the Manchester Street Railway, on Friday, the 15th day of May, 1891. An open car left the north end of Elm street at about 8.40 o'clock P. M., for a trip south. When approaching the junction of Salmon with Elm street, the driver noticed a man who proved to be George Morise nearly one hundred feet ahead of him on the west side of the track and quite near it, and, as he supposed, waiting to board the car when it reached that point. He commenced at the proper place to apply the brake in order to effect a stop when the rear end of the car should reach where he was standing. Morise did not wait for the car to reach him, but started to meet it and made an effort to get on board while the train was in motion. He clutched the iron on the front board or dasher with his right hand, and the nearest standard or post with his left. His left-hand grasp failed him, and he swung round and fell under the front of the moving car, one wheel of which caught his right arm and mangled it very badly, crushing the bones and tearing the flesh, beside receiving other bruises and injuries through his chest. The driver vigorously applied the brakes, and the car could not have gone more than five or six feet after Morise fell under, as the horses had come to nearly, if not quite, a walk when the accident occurred. The conductor, driver, and Mr. Clark who was riding near by, backed the

car and released the unfortunate man who was so badly injured. He was placed upon the car and carried to the office of Dr. D. S. Adams, who cared for him the best he could. In a short time he was carried in a hack furnished by the railway corporation to the Elliot hospital, where Drs. French, Burnham, and Howe assisted Dr. Adams in properly dressing the injured limb. He lingered until about midnight on the 16th inst., when he died.

The evidence was very strong and positive that he was badly intoxicated at the time he made the attempt to board the car, and some of the witnesses testified that he was seen drinking only a few minutes before. He did not complain that there was any carelessness on the part of the conductor or driver, and there was no evidence attaching blame to the corporation. Mr. Morise, by his own imprudent act, caused the accident which resulted in his death, as appeared from all the testimony given. Those who were running the car exercised prudence and caution in its management, and had nothing to divert their attention, as there were at the time no passengers in the car, and both conductor and driver saw Mr. Morise and were intending to stop to take him on board as a passenger.

B. F. PRESCOTT,

For the Board.

DEATH OF HYACINTH MORIN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, July 7, 1891.

Witnesses: Wesley F. Sanborn, brakeman; John Murray, station agent; Samuel Hussey, engineer; Eugene E. Loud, conductor; Bernard Fox, baggage master, all of Great Falls, and Roy W. Jackson, of Boston, fireman.

A passenger train which runs back and forth between Great Falls and Rollinsford, on the Western division of the Boston & Maine Railroad, left the Great Falls station about forty minutes past six o'clock on the evening of the 10th of June, and passed the Foundry station at the south end of Great Falls village without stopping or slackening up, because it had no passengers to leave there and was not signalled to take any there. The station agent, Mr. Murray, stood upon the platform of the Foundry station and watched the train as it ran down from Great Falls and went by him. When it had passed he saw a

man lying partially upon a platform on the opposite side of the track, who proved to be Hyacinth Morin who lived near by but is known to have been in the upper part of the village a short time before. Mr. Morin was unconscious when Mr. Murray reached him, his skull having been fractured by violent contact with the platform. He was taken to his home, where he died a few hours afterward. No one saw Mr. Morin injured. So far as we can learn no one saw him before he was injured after he left the upper part of the village, where he had made some purchases, to go home; there is, therefore, no direct evidence that he was hurt by the cars or that the accident had any connection with the railroad. But as Mr. Murray is positive that he was not in the vicinity where he was found until the train went by; and as the conductor went through the train, which contained but one passenger, before it reached the Foundry station and did not see him; and as the place where he was found is not on the direct route from where he was last seen to his home, — it is reasonably supposed that just as the train left the Great Falls station he stepped upon the lower step of the rear car on the side opposite the station, for the purpose of getting a ride to the Foundry which was near his home, and that when he saw there was to be no stop there he jumped, and losing his footing was hurled against the platform. None of the trainmen were aware of the accident until they returned from Rollinsford. They all appear to have been attending to their duties and to have been in no way to blame for this fatality. Mr. Morin had no ticket and if, as is probable, he was upon the car steps he was there without right.

B. F. PRESCOTT,
For the Board.

DEATH OF NAPOLEON TULIP.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, August, 1891.

Napoleon Tulip, a deaf and dumb child, the son of William Tulip, was fatally injured on the afternoon of August 5, upon the first crossing south of Littleton upon the Concord & Montreal Railroad, by being struck by the locomotive of train No. 77, a passenger express running towards Fabyan's.

This boy lived with his parents at the end of a private way west of the railroad, the house being a few rods from the track and standing

several feet lower than the rails. A few minutes before the train passed he was seen at play in an outbuilding, from which he must have gone directly up the road, a path leading from the house, reaching the track just in season to be hit by the locomotive. His skull was fractured and he died two days afterwards.

The engineer did not see him until he stepped upon the road-bed, when it was too late to stop the train and save him. The train was running at the usual speed, about 30 miles an hour, and the testimony is, that the whistle was blown 80 rods from the crossing and the bell was being rung; but this, of course, conveyed no warning to a child totally deaf. We do not see that any trainmen can be blamed, and the accident seems to have been what must be expected when children are permitted to stroll and play upon railroad tracks, especially if, as in this case, they have been deprived of some of their senses, however vigilant and careful engineers and firemen may be.

H. M. PUTNEY,
For the Board.

DEATH OF EDWARD J. COLE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September, 1891.

Witnesses: John Snow, foreman of section; and Sylvanus C. Loud, sectionman.

This accident occurred on the 22d day of July, 1891, at Conway, on the Northern division of the Boston & Maine Railroad, at about 5 o'clock in the afternoon. The facts as gained from the witnesses were as follows: Mr. Cole had worked on the road as a spare hand occasionally, but had just been employed to work upon a section. The sectionmen had put the hand-car upon the track, and Loud and Cole took hold of the handles and moved the car five or six hundred feet, but not at a rapid rate. The car was then stopped in order to pick up some tools and other material before leaving for the car house. Mr. Cole again helped turn the crank. His coat and vest were buttoned and there seemed to be no chance for the handle to catch in his clothes. He was seen to raise one hand to adjust his hat or to jam it more firmly on his head, while his arm was up the handle caught under it and threw him over the car, which was heavily loaded. His head struck upon a tie which fractured his skull and the car also

ran over him. The car was at once stopped. The men immediately went to Mr. Cole, who was then sitting up though in an almost unconscious condition.

He was put upon the car and carried to the Conway station and from there to his home which was near. He died in a few minutes after he reached home. There seems to have been no fault on the part of anyone connected with the hand-car, as all of the sectionmen were upon it and out of the way of Mr. Cole, who was aiding in propelling it. The handle caught under his arm, which threw him forward upon the rail and thus caused his death.

B. F. PRESCOTT,
For the Board.

DEATH OF JOSEPH LEMIERE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 29, 1891.

Witnesses: H. A. Goodwin, South Berwick, Me., O. S. Brown, J. T. Philpott, E. F. White, John W. White, Frank Siveny, John Saunders, M. J. O'Connor, and George H. Nutter, Rollinsford.

The lifeless body of Joseph Lemiere was found upon the track of the Boston & Maine Railroad, about half a mile west of Salmon Falls, a few minutes past nine o'clock, on the evening of September 7. Representatives of the road and the town officials were at once notified and took possession of the body, properly cared for it and delivered it to relatives by whom it was buried.

Examination by the physicians who were summoned, disclosed the fact that the man's death had been caused by fractures of the skull and jawbones and other injuries upon the head, and it is presumed that he was hit by a locomotive while he was walking or lying upon the track, but neither the investigation of the town officers nor of this Board has brought out any but circumstantial evidence as to the cause of his death.

Mr. Lemiere resided in Saco, Me., where he had a wife and two children. He was a weaver by trade, and in the forenoon of the day he was killed, he went from Saco to Salmon Falls upon the cars in search of employment in the factory. He was badly addicted to the use of liquor and was seen by acquaintances about the Salmon Falls station and in that vicinity, in an intoxicated condition, during the afternoon and as late as eight o'clock that evening.

It is also probable that he was the man who was seen leaning over the fence near the track, not far from where he was killed a half hour later, and all the testimony goes to show that he lost his life because he got drunk and in that condition was wandering over the tracks or fell down upon them and sank into a stupor.

The evening was dark, and none of the trainmen who passed saw him. Neither was there any evidence upon the locomotive or cars that he had been hit, but as this is the only theory which explains his death we accept it.

The fault was wholly his.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM KELLY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September, 1891.

Witnesses: W. C. Bachelder, engineer, and W. A. Liutter, fireman, both of Concord; E. E. Jackson, roadmaster; and W. H. Deveraux, undertaker of Franklin.

William Kelly, an unmarried man about thirty years of age, who resided at Franklin lower village, on the Concord division of the Boston & Maine Railroad, left his home on the 23d of June, and went to the Franklin station where he took the train for Concord to visit a circus. He returned in the afternoon, reaching the Franklin station about half past six o'clock.

As near as we can ascertain, he spent the evening in the village saloons until about ten o'clock, when two companions started with him to help him towards his home, proceeded with him a few rods upon the highway which runs nearly parallel to the railroad, and then left him to take care of himself, which he was in no condition to do, being badly intoxicated. The next morning at about five o'clock, the engineer of the M freight north discovered Kelly's body badly mangled and cut in two on the track near the lower end of the railroad yard, near where he was left by his companions. The proper authorities were notified and the remains were cared for. The body was cold and stiff, and had been dead several hours. It was probably run over by an up freight which reached Franklin about one o'clock. The supposition is, that Mr. Kelly after he was left upon the highway

made his way to the track upon which he usually walked, lay down there and slept until he was run over by the night freight.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM CUNNIFF.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September, 1891.

Witnesses: George F. Smith, conductor, Woodsville; Hiram P. Wilson, brakeman, Concord; Lyman W. Sargent, Concord; William R. Huntoon, Reed's Ferry; Nelson Chase, Manchester; C. S. Nesmith, Manchester; William C. Styles, Reed's Ferry; Lawrence F. Mahoney, Manchester; Walter L. Skinner; Littleton.

William Cuniff, a citizen of New Bedford, Mass., while on his way from his home to the State of Montana, fell from the platform of a passenger car on the Concord & Montreal Railroad, near Reed's Ferry, about 9 o'clock p. m., May 4, 1891, and was instantly killed.

The story of this accident, as told by disinterested and reliable witnesses who were passengers upon the train, is this.

When the train left Nashua, Mr. Cuniff was in the smoking section of a second-class car. He was intoxicated, not quarrelsome, but talkative and inclined to be very familiar with his fellow passengers. He produced a half-pint bottle and invited Mr. Wilson, the brakeman, who occupied a seat in the car, and others to drink with him. When some musicians entered the car and began to play, he stepped into the aisle and danced and sang a song. In moving about he staggered badly. When the conductor went through to gather up the tickets he reeled against him and had some words with him. Afterwards he sank into a seat and remained quiet for a few minutes, then rose and started towards the door. The passengers supposed at first that he was going to the water-closet, but as it became apparent that he intended to leave the car, one of them sang out to Mr. Wilson, the brakeman, who was in a seat near the door, to "look out for that man." The brakeman requested him to come back but with an oath refused to interfere further, and Cuniff passed out upon the platform, from which he was seen to fall a second afterwards. As he disappeared a passenger shouted "he is gone," and asked the brakeman to pull the bellcord and stop the train, to which he responded by

saying that he did not know whether the man had fallen off or not. Some of the passengers then gathered round him and expressed in very vigorous terms their indignation at his indifference and inaction, and he took his lantern and started into the next car to look for Cun-niff. He soon returned and said he could not find him; but by this the train had nearly reached Manchester, and nothing could be done until the employes of the road there were notified of the occurrence, and the men upon a south-bound freight which was about to leave were told to look out for the missing man, whose body they found beside the track near Reed's Ferry.

If Mr. Cuniff had not been intoxicated, or if the brakeman when asked to do so, had prevented him from leaving the car he would not have been killed. How far trainmen may legally be required to go in attempting to keep intoxicated passengers out of dangerous positions may be a question; but in refusing and neglecting as he did to make any effort to dissuade a person who was clearly intoxicated and incapable of managing himself, from going upon the platform of a moving car, Mr. Wilson, the brakeman, failed to discharge his duty and must be held at fault for the accident, which was primarily due to the folly of the victim.

H. M. PUTNEY,
For the Board.

DEATH OF P. E. DELANEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 29, 1891.

Witness, E. D. Kidder, station agent at South Newmarket.

This accident occurred on the Boston & Maine Railroad, as above stated, probably about 8 o'clock in the evening, as a freight train passed over the road near that time. Delaney had been at work there for a contractor, who is excavating and doing the work for a second track between South Newmarket station and the Junction. Delaney was found at ten o'clock in the evening by a person who was traveling along the track. He at once notified Mr. Kidder, the station agent. The selectmen of the town were notified, who with a physician, constable, and others, went where the body lay, reaching it at 10.45 o'clock P. M. They found the body had been rolled for quite a distance by the train. Both legs and one arm had been cut off, and his body in other particulars had been terribly mangled. A

pocket-book was found upon him in which there were several names and among them his own name. He belonged in Halifax, Nova Scotia. His remains were taken to the freight house in South Newmarket, and an undertaker at Exeter was sent for, who came and prepared the body for burial; he was buried in the town lot. Mr. Delaney, in all probability was under the influence of liquor when the accident happened, as some was found near where he was killed. No one saw him upon the track and he probably strolled there and was asleep when the train passed over him.

B. F. PRESCOTT,
For the Board.

DEATH OF J. D. PAGE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, September 26, 1891.

Witnesses: C. E. S. Lawrence, engineer; J. C. Hale, conductor; J. French and William Rogers, brakemen, all of Rochester.

Mr. Page, who was fatally injured, was a brakeman on a freight train which runs between Nashua and Rochester. On the 11th of September he was acting in that capacity. The train, No. 39, was going from Nashua to Rochester, and at about 6 o'clock in the afternoon reached Hampstead, where a certain amount of shifting was to be done, which required the coupling and uncoupling of cars, in order to prepare the train for the trip. Mr. Page, in the performance of his duty, gave a motion to the engineer to back his locomotive and one or two cars attached, in order that a hitch might be made to some cars that were to form a part of the train; Mr. Page stepped between the cars to make the hitch. He was attempting to make the coupling, when he was caught by the "deadwood" on the cars and was so bruised and crushed that when released, he staggered from between them, fell upon his face, and from that time was unconscious. He was at once taken up and put into the buggy. A telegram was forthwith sent to Epping, for a physician to meet the train at the station. When the train arrived the physician was there and made an examination; he accompanied the train to Rochester at the request of the conductor, but Mr. Page died before reaching Rochester, as the physician thought he would, finding his injuries were so bad. Mr. Page lived in Rochester, and was about 35 years of age. He had worked for the corporation in the position he was

in, about three months, and was considered a prompt and faithful employé.

The conductor and others were assisting in making up the train, it was handled in the usual manner, and the locomotive was moving very slowly when the accident occurred. The cars that were to be coupled were western cars and were unlike many of the cars found upon the road in the coupling arrangements, and Mr. Page in attempting to adjust the link, was caught and fatally injured.

There was no evidence that any one was at fault in handling the train. It was daylight and no lanterns were in use; Mr. Page gave the motion himself to the engineer to back, and perfectly knew the situation.

It was one of those unfortunate accidents that are constantly happening upon railroads, when from forgetfulness or some other cause, men fail to protect themselves.

B. F. PRESCOTT,

For the Board.

DEATH OF FLORENCE TAFT.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 1, 1891.

On the 16th day of July, 1891, at 12.30 o'clock P. M., the Fitchburg Railroad pay train, which was running wild from Peterborough to Winchendon, Mass., upon the Monadnock Branch, struck a team upon a crossing about two miles north of Jaffrey; killing the horse, and throwing out the occupants of the carriage with such force, that one of them, Miss Florence Taft, was instantly killed. The other, Mrs. A. S. Raymond, whom Miss Taft was carrying to her home three fourths of a mile away, escaped with slight bruises and a shock to her nervous system. Our investigation of this case has not been satisfactory to us. The engineer of the pay train has left the employ of the road and gone South. Mrs. Raymond, the occupant of the carriage who escaped, was not present, and the friends of Miss Taft, having instituted a suit for damages, did not respond to an invitation to furnish any evidence they might have.

We are, therefore, unable to speak positively upon disputed points in the case, which are, the rate at which the train was running, and the warning whistles which were, or should have been, given 80 rods from

the crossing. The crossing where this accident occurred is at the end of a cut about 10 rods long, and 15 feet deep in places, and upon a curve. It is therefore a very blind one. It was impossible for Miss Taft to have seen the train, or for the engineer to have seen her until it was close upon her. She could have heard a whistle blown 80 rods above. In the direction of Peterborough, about 1,200 feet from this crossing, as estimated by the engineer, is another, where as all the witnesses agree the whistle was blown. The pay train left Peterborough at 12.19, it was running wild, and it was the purpose of the conductor to go to Jaffrey and meet an up passenger train due there at about 12.50. The run to the lower crossing was made in 11 minutes, leaving about 20 minutes in which to reach Jaffrey, which is about two miles away. Those upon the pay train had nothing to do and did not expect to make a stop between Peterborough and Jaffrey. In other words, they had about 30 minutes in which to run six miles without stopping. It is admitted that the whistle was blown above the upper crossing. The conductor and fireman say it was also blown below that crossing before the train entered the cut; but as we understand, the contention of the friends of Miss Taft is that it was not, and Charles Shelden, a reliable citizen of Peterborough, who with his son Harry was eating his dinner under an apple tree in the vicinity and watching the train, testifies that he did not hear them whistle between the upper crossing and the cut and does not believe they did, in this he is corroborated by his son. From the evidence submitted it seems to us that the whistle was blown just as the train passed the upper crossing, and not again until the engineer saw the team and gave the danger signal. The trainmen estimate the rate of speed at which the train went through the cut, at from 25 to 30 miles an hour. Mr. Shelden thinks it was 50 miles an hour, and is very positive it was much faster than passenger trains ordinarily run. Whether it was 50 or 30 miles an hour, it was too fast. The train was a wild one. It was not required to reach Jaffrey at any particular time, its speed was wholly within the discretion of its conductor and engineer. After they decided to go to Jaffrey and meet the up train, they had 30 minutes in which to do it, or five minutes to each mile to be covered. They knew, or should have known, that the crossing where Miss Taft was killed, was a very blind and dangerous one, and that persons familiar with the running of the trains were very liable to assume that they would be safe upon the crossing at that time when no regular train was due, and they were bound to exercise greater care than could reasonably be demanded in other localities and under other circumstances. There

was no necessity of, and we fail to see any good excuse for their forcing the train through the cut at a rate of fifty, forty, or even thirty miles an hour.

H. M. PUTNEY,
For the Board.

DEATH OF CHARLES E. BOOTH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 1, 1891.

Charles E. Booth, of Fitchburg, Mass., an experienced and faithful brakeman on the Fitchburg Railroad, was killed near East Westmoreland, at what is known as the Tenth section siding, about half past three o'clock on the morning of August 19, the train upon which Mr. Booth was at work that night was a freight bound north. It was to meet the south-bound passenger train No. 1, from Bellows Falls, at the Tenth section siding, and it was the purpose of its conductor to run it upon this siding and wait there until No. 1 had passed, as was the usual custom. But it ran a short distance past the switch at the lower end of the siding before it could be stopped, and as it was a heavy train and could not well be backed, it was decided to draw it upon the main line and let the No. 1 go around it on the siding. Mr. Booth was the head brakeman, and Mr. Conklin, the conductor, sent him ahead to set the switch at the upper end of the siding and flag the passenger train when it came, so that it would slow up and run upon this siding safely. It was a dark night, but the movement of the lights in his lantern and upon the switch signal showed that he went to the switch and set it, and it was supposed that having done this, he had gone still further ahead to flag No. 1. The passenger train was nearly an hour late and the freight was obliged to wait for it. When it arrived, it took the siding, passed around the freight, and back upon the main line, where Mr. Conklin had been waiting in the rear of his own train. When it had passed, Conklin climbed upon his train and motioned his engineer to go ahead. The engineer whistled for Booth to throw the switch near where he was supposed to be waiting, but got no response. Conklin then passed over the top of his train, to the head, and got off and looked for Booth, expecting to find him beyond the switch. Instead, he found his beheaded and badly mangled body, upon the track some distance below the switch, and his hat and lantern not far away. The theory of

the trainmen, which is undoubtedly correct, is, that Mr. Booth having set the switch sat down upon the track to wait for the coming of No. 1, and during the hour that elapsed before it appeared, fell asleep, and did not awake until he was struck and killed by its locomotive.

We do not see how any one can be blamed for this accident. The trainmen of No. 1, had a right to think the track was clear, for the signals said so, and it was their duty to go ahead as they did. And the freight trainmen had no reason to suppose or suspect that Mr. Booth, who was sent ahead to protect them, had fallen asleep or otherwise become incapable of taking care of himself.

H. M. PUTNEY,
For the Board.

DEATH OF MICHAEL LYNCH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 1, 1891.

Witness, O. H. Fay.

This accident occurred in the Keene yard as a freight train on the Fitchburg road was moving through it. Lynch attempted to board the train, missed his footing and fell under the wheel, which caught and mangled his foot and leg. Mr. Fay, the witness, saw him make the attempt to get upon the train, and saw him when he slipped off and was hanging by his hands. He ran and held him to prevent the train from running over his body. Mr. Lynch was conscious all of the time, and gave his name and residence to Mr. Fay.

He said he belonged at Fitchburg, Mass. It was thought that Lynch was under the influence of liquor, as the smell was clearly detected when he was taken up and removed, and he admitted that he had been drinking. He was removed to the county jail and properly cared for. A surgeon was at once summoned, when he was removed to the hospital. The amputation was made the following morning, but he lived only a short time after the operation. The train was moving slowly at the time of the accident, and Lynch in making the attempt to board it, put his foot under instead of on top of the bar of the truck. No one was responsible for the accident as no trainmen saw him.

B. F. PRESCOTT,
For the Board.

DEATH OF FRED CASS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 1, 1891.

Witnesses: W. W. Allen, freight checker; and H. P. Jones, conductor.

Mr. Cass was, at the time of the accident, a yardman on the Fitchburg road, and was at work in making up a freight train in the yard near Bellows Falls. Cass in the performance of his duty was aiding in coupling and uncoupling cars. No one saw him when he received his fatal injury, and no one is positive how it occurred. He was discovered by Mr. Allen lying between the tracks, who at once ran and informed Mr. Jones, the conductor, of the accident. He was taken immediately to a building near by and a physician was forthwith summoned. It is conjectured that the link did not properly enter the drawbar and broke as the cars came together, and a portion of it flew and hit Mr. Cass on the head with such violence as to break his skull as he was attempting to make the hitch. A portion of the link was found with blood upon it, and the other part was found in the drawbar. He was not hurt otherwise except upon his forehead, and lived two months before he died. The evidence was, that the train was carefully handled, and no one can account for the accident except upon the theory above stated.

B. F. PRESCOTT,

For the Board.

DEATH OF HELEN A. CAMPBELL.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 3, 1891.

Helen A. Campbell, killed at Nashua, August 26, 1891; investigation at Nashua, September 14, 1891.

Counsel: Chas. H. Burns for the Boston & Maine Railroad; Geo. B. French for the Campbell family.

Witnesses: John B. Collins, flagman; C. F. G. Eaton, engineer; George Traverse, fireman; John Emerson, conductor; E. L. Ring, baggage-master.

Temple street in Nashua runs for a considerable distance in a south-easterly direction nearly parallel with the track of the Boston & Maine Railroad and down a hill, at the foot of which it swings abruptly to the north and passes over the railroad, forming one of the worst of the many very dangerous grade crossings in that city. On the forenoon of August 26, the passenger train up from Boston, and the one down from Keene, which are scheduled to meet at the station near the Concord Junction, were both late and crossed each other just above the Temple street crossing, which is between Concord Junction and the Main street station. Neither train was running very rapidly, the distance between the two stations where both always stop being short, and the rules, which appear to have been strictly obeyed, forbidding them to make up lost time between these two points.

The up train left the Junction and ran to Main street station as usual. The down train which had just left the Main street station was making about eight miles an hour. Its bell was ringing constantly and it had given the usual whistle upon the Nashua river bridge, a few rods above the crossing, but had not given the regulation crossing whistle, which he understood was not required when there were gates or a flagman. The engineer was vigilant, alert, and attentive to his duty. When he saw the up train, which occupied the northerly track, leave the crossing he cast his eye down the street to see that no one was coming upon the track on that side, and then turned his attention to the southerly or Temple street side. He instantly saw directly opposite to him upon that street, which, it should be remembered, is at that point several feet higher than the railroad, a team consisting of a horse and buggy moving rapidly down the hill at the rate of about seven miles an hour, towards the crossing, about 200 feet distant. He at once gave repeatedly the danger signal, and as the team did not slacken its speed, reversed his engine, threw on the brakes and brought his train to a stop before the baggage car had passed over the crossing, but not until the locomotive had struck the team, killing the horse, smashing the carriage, and hurling its occupants to the ground with such force, that one of them, Mrs. Helen A. Campbell, was fatally injured, and her husband and daughter were badly bruised.

Mr. Campbell and his family were driving to the Concord station to take the train for Manchester, which is due to leave at 9.45 A. M., or about five minutes after the arrival of the train from Boston which had already passed Temple street on the B. & M. line, when he reached the crossing. The accident occurred at 9.43 or only two minutes before the train he intended to take was due to leave the

Concord station. In other words he was late and could only expect to catch his train by driving rapidly. He was aware of this, if not before, when he reached the brow of the Temple street hill, and saw the up train leave the Concord Junction and move towards him on its way to the Main street station. His attention as he drove down the hill towards the crossing at the rate of from six to eight miles an hour, was riveted upon this up train which he watched intently until he heard the danger shriek of the engineer upon the down train, when, as he says, he was too close to the track to escape by turning to one side, and took the only chance there seemed to be in urging his horse forward in the hope of getting over the track before the locomotive struck him. It is suggested that Mr. Campbell's view was obstructed by cars upon a siding and by a small building west of the track, but there is no evidence before us to sustain this, and the fact that the engineer saw the team in season to stop his train upon the crossing is proof that the occupants of the carriage, the top of which was partially turned back, could have seen the train, if they had looked in that direction, in season to have stopped a horse that was entirely manageable at that time.

The Temple street crossing is guarded by a flagman, John B. Collins, who has been on duty there nearly fourteen years. He was at his post August 26, and testifies that he saw the up train leave the Concord Junction, and passed over the track to the north side to warn a man who was in the street with a team upon that side not to cross until the train went by; that when the engine of that train had almost reached the crossing, he returned to the south side, and saw Mr. Campbell driving towards him at a furious rate; that he waved his flag as vigorously as he could, but it had no effect upon Mr. Campbell, whose team rushed by him and upon the track just in season to be struck by the south-bound engine. Upon cross examination he admitted that he was greatly excited at the time, and it is probable that he cannot tell exactly what he did; but his own testimony and that of the engineer, seem to establish the fact that just before and when the accident occurred he was upon the south side of the track near the lower side of the crossing, waving his flag, and doing all that any one could have done in that position to turn Mr. Campbell back. Mr. Collins is an elderly gentleman and very deaf. It is therefore doubtful if he is a fit man for that place, where, as he admits, he sometimes, as on this occasion, has his hands more than full; but it does not appear that his deafness had anything to do with this accident, which it is fair to say is the first fatal one at that crossing.

Upon this statement of facts, the conclusion follows that if Mr.

Campbell had not been late and therefore hurrying; or if his attention had not been so intently fixed upon the up train that he failed to see or hear the down train until it was close upon him; or if there had been gates at the crossing to stop him, the accident would not have occurred.

Mr. Campbell did what most men anxious to catch a train, which they knew was due to leave a station a fourth of a mile away in two minutes, would have done. We do not think that in neglecting to look up the track as well as down, he exercised the care and caution which a man should exercise in driving toward such a crossing as the one at Temple street, especially as he knew there were double tracks there, over which trains were accustomed to pass both ways very frequently. The railroad employes were in no way at fault. They did everything in their power to prevent any accident.

The statute law of this State provides that "any town may, by vote, require the proprietors of any railroad to secure the crossing of any highway by said railroad, by a bridge or a pass under said way, or by gates on both sides of said railroad;" and that such proprietors shall construct such bridges, pass, or gates within six months after receiving notice of such vote, under a penalty of one hundred dollars for each month's neglect, unless they shall apply to the supreme court for an examination of said crossing, and obtain a decision as to the propriety of the proposed change from the railroad commissioners, in which case the court shall make such order as to said crossing as they may deem necessary. It is further provided that railroad proprietors may obtain permission to erect gates by application to the court and commissioners. But no specific authority is given this board to order gates at any crossing, and the extent of our power in a case like this, in which neither the city nor the railroad has taken the initiative, is reached, when we express the opinion that gates are needed at the Temple street crossing, and that steps should be taken to secure them without any unnecessary delay, which we desire to do as emphatically as possible. The lesson of this accident which shocked an entire city, and inflicted upon acquaintances far outside her family circle a deep sense of personal loss, in the death of a most estimable, and widely respected and beloved lady, is too obvious and too severe to be disregarded. Whatever promises to prevent another like it should be done and done at once.

H. M. PUTNEY,
For the Board.

DEATH OF CHARLES D. LARRABEE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 6, 1891.

Investigation at Keene, September 29, 1891.

Charles D. Larrabee, a deaf and dumb man of dissolute habits, who was in Keene badly intoxicated during the forenoon of September 7, started in the afternoon to walk towards Winchendon, Mass., where he had relatives, upon the track of the Fitchburg Railroad. When he reached West Marlborough he met an up train, the engineer whistled to warn him from the track, and supposed, of course, that he would step off as people usually do. As he appeared not to notice the whistle, the brakes were applied and the train was stopped, but not until he had been struck and fatally injured. The train was running about 18 miles an hour when he was first seen walking towards it. The engineer was attentive to his duty, we think he exercised all the care and did all to prevent the accident that can reasonably be required of any man under similar circumstances.

The fatality adds another to a long list which are the result of the strange infatuation that causes deaf people to invite destruction by using railroad tracks as highways, even when they are sober, and which sends them to certain death, when, as in this case, they are dazed and blinded by intoxicating drink.

H. M. PUTNEY,

For the Board.

DEATH OF GEORGE E. CUTTING.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 8, 1891.

Witnesses: Charles W. Brown, fireman; Edward F. Bowler, engineer; William Bycraft, conductor; Dr. Frank T. Moffatt, C. J. Gibson, Frank E. Leonard, and Henry Barnard.

This fatal accident occurred on the Concord & Montreal Railroad, at about 11.30 o'clock in the forenoon. The train that ran over him was a construction train, and at the time was hauling gravel. The train came out of the pit, had unloaded at the proper place, and

had backed over the switch upon the main track. Mr. Cutting was a watchman, and had charge of the locomotive at night and fired it in the morning. He was upon the locomotive and told the fireman that he was going to pull the pin between the engine and the first car; no one gave him orders to do this, and it was no part of his duty, but he said he was going to pull the pin "to help the brakeman out." The fireman saw him jump out of the cab upon the ground, and go to the point where the pin was to be pulled to throw the car upon another track; as the brakeman did not throw the switch, the fireman looked out upon the other side of his engine, and then discovered Mr. Cutting lying upon the ground. He was taken up and carried to his boarding house which was near at hand. A physician was called at once, who found that both ankles were crushed, and that he had received other injuries, though not of a serious nature. He said that he was twitched or slipped off the pilot while making the attempt to pull the pin, but that no one was to blame for the accident. He was at once carried to his home in East Haverhill, where the amputation was performed; but he did not recover from the shock, and died from its effect and the loss of blood. He was about twenty-one years of age, had worked on the railroad considerably, and often more upon the locomotive. He repeatedly said that he was not discharging any assigned duty, but voluntarily got upon the forward part of the engine and slipped under the wheels, and thus received the fatal injury.

B. F. PRESCOTT,
For the Board.

DEATH OF J. J. PATTERSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 13, 1891.

Witnesses: S. H. Peckham, car inspector; William V. Fiske, engineer; Frank H. Fiske, yard brakeman; Russell P. Shepard, fireman; and Frank Cochran, brakeman.

This accident occurred near Main street, in Nashua, on the Worcester, Nashua & Portland division of the Boston & Maine Railroad, a few minutes past 8 o'clock P. M., September 29, 1891. A yard shifter was being used in handling cars, while making up a freight train. There were several cars attached to the shifter when they were backed from the main onto a side track, in order to make

a hitch to some other cars that were standing there. Mr. Patterson was a pin puller, and a few minutes before the accident stepped upon the shifter and borrowed some tobacco of the fireman, to fill his pipe, which he soon lighted and smoked. He at once went back upon the train to discharge his duties. When he reached the proper place he got down from the cars, and was upon the ground in order to make the hitch. While in the act of coupling the cars, he was in some way caught between the drawbars, which crushed him badly through his body. The train was moving slowly, he was walking backwards and was changing the link from one car to the other, in order to more easily make the coupling. He was at once carried to his home, where everything was done for him that could be, but he only lived a short time.

The car that was standing still upon the track, was a platform car, and it is thought he miscalculated the distance, and was caught between the drawbars before he stepped one side, so as to stand between the bunters where he would be in comparative safety.

Mr. Patterson was a faithful employé and a person of good habits. All testified that the train was carefully handled, and as no one saw him caught, the only inference is, that he was killed in the manner above stated.

B. F. PRESCOTT,
For the Board.

DEATH OF H. A. SMITH.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 13, 1891.

Witnesses: S. B. Pike, Nashua, conductor; John Eagan, Nashua, brakeman; W. H. Mayo, Concord, coupler; J. W. Freeman, New York; and A. C. Decatur, Worcester.

H. A. Smith, a brakeman upon a freight train, which left Nashua for Worcester about 9.45 A. M., September 7, was run over by the saloon car upon the rear of his train while it was moving out of the Nashua yard, and so badly crushed that he died at about 1.30, the next morning. The accident was witnessed by four men who were at work close by upon a shifter, and they all agree as to the facts. From their testimony, it appears that Mr. Smith, as was his usual custom in the discharge of his duty, rode upon the top of the cars in his train until it was about to leave the yard, when he attempted to

pass down the ladder upon the rear freight car, and go around into the saloon car; while upon the ladder, he slipped and fell upon the rail, so that the wheels of the saloon passed over him. The ladder was found to be in good condition, and no reason why Mr. Smith slipped upon it, or fell while trying to step from it to the saloon car is apparent. He was unconscious after he was hurt, and died without explaining in any way the accident.

H. M. PUTNEY,
For the Board.

DEATH OF AN UNKNOWN MAN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, October 14, 1891.

The dead body of a man, apparently about thirty-five years old, was found upon the track of the Concord & Montreal Railroad, at the foot of Hollis street, in Manchester, on the morning of September 29. It was delivered to the local authorities, who conducted an inquest over the remains, but failed to discover who the person was or how he came upon the track, and rendered a verdict accordingly. From the testimony given at the inquest, it appears probable that the man was a tramp who was seen in the vicinity badly intoxicated, and that he lay down on a pile of straw upon the railroad location to sleep, and during the night rolled from that upon the track, where he was run over by a train.

H. M. PUTNEY,
For the Board.

DEATH OF JOHN LYONS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 4, 1891.

John Lyons, formerly of East Milford, Mass., but at the time of this accident a stone cutter in Concord, was fatally injured September 11, near the state prison at about 11 o'clock P. M., on the Concord Street Railway. He died from his injuries September 14. A few

couples from Concord had been to Penacook to a dance, and were returning on the electric car. When the car reached West Concord, Lyons, who was acquainted with the members of the party, got upon the car with the purpose of returning to the city. He and they commenced frolicking while the car was standing still and after it had got in motion, crowding each other and changing seats. The car had reached and passed over the Concord & Claremont Railroad, and was near the state prison, when Lyons was standing upon the railing or foot board, and holding by his hand to one of the posts of the open car. In this position while attempting to hit, in a joking way, one of the other occupants, he lost his hold and fell upon the ground, receiving injuries upon his head from which he died at the time above stated. He was carried to the city hospital on a car following and just behind the one from which he fell. The evidence from all who were upon the car, is that the motor man and the conductor were properly doing their duty, and that the car was running the same as usual. Mr. Lyons was moving about the car continually and exposed himself to danger; the accident was wholly the result of his own carelessness and imprudent action while upon the car, for if he had remained in his seat, no injury would have befallen him.

B. F. PRESCOTT,

For the Board.

DEATH OF WILLIAM RILEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 4, 1891.

Witnesses: Frank Woods, conductor; and John H. Merrill, brakeman.

This accident occurred at about 10.10 o'clock P. M., on a freight train that was running from Keene to Nashua, on the Southern division of the Boston & Maine Railroad. Mr. Riley lived in Keene, and got upon the train in that city, and was an acquaintance and friend of the brakeman. He asked the conductor if he might ride on the trip to Nashua, as he was a friend of Mr. Merrill. The conductor allowed him to go although it was against the rules of the corporation to carry a passenger on that train, except by special permission. They came all right as far as Wilton, when the train stopped a few minutes, as it was ahead of time. While the train was stopping,

Merrill, the brakeman, and Riley got upon a car which was opposite a hall where there was a dance, in order to look into the windows and hear the music. As soon as the train started, the brakeman said they would go back into the saloon car and both started to do so. Mr. Merrill had a lantern in his hand, and when he reached the end of the car and stepped upon the other, he held his lantern, and cautioned Riley to be careful as he stepped over. In some way he failed to step far enough, and fell between the cars, and was run over and killed. The train was at once stopped, and Mr. Riley was found dead. His neck was broken, his chest was badly jammed, and one wrist broken, besides other bruises. The train was going slowly, as it had just started out of the Wilton yard. This was the only time Mr. Riley had been upon this train. He was perfectly sober at the time of the accident as appeared from the testimony. He lived in Keene and worked in a woolen mill there, and was between twenty-five and thirty years of age. His remains were taken back to Keene on this train on its return trip. Mr. Riley was upon the train in violation of the rules of the road, and the corporation was not responsible for the accident. The conductor was not in the habit of allowing any one to ride upon his train, but in this instance yielded to the solicitation of the friend of the brakeman, and the brakeman himself, who asked that he might ride. The employes of railroad corporations cannot be too careful in the observance of the rules under which they act, and many accidents would be avoided if the rules were strictly enforced.

B. F. PRESCOTT,
For the Board.

DEATH OF LOUIS E. KEMPTON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November, 1891.

J. W. Fellows, appeared for the corporation; John M. Mitchell, appeared for the heirs.

Witnesses: Franklin H. Clough, Wilnot, lumber dealer; Sylvanus Harriman, Warner, bridge master; J. M. Holman, Warner, station agent; John Canty, Claremont Junction, engineer; Charles J. Morgan, Warner, conductor; Fred Ramsey, Bethlehem, fireman; Edson H. Cheney, Bradford, brakeman.

Louis E. Kempton, the conductor of freight train No. 31, on the

Concord division of the Boston & Maine Railroad, fell from the top of a moving box-car at Warner, about 9 o'clock in the evening of October 28, 1891, and was run over and fatally injured. Mr. Kempton and the other trainmen, were at the time doing some shifting in the Warner yard. They had taken one car from a side track and set it into the train upon the main track, and the engine was pushing several others up the side track, where they were to be left. These cars were cut from the one on which Mr. Kempton stood, which was attached to the locomotive, and as the engineer answered a motion to slack up, passed away from that one, leaving a space between them and it. Into this space he fell while the engine and car with it were coming to a stop.

The engineer took the motion to slack up from the brakeman on the ground, but the station agent, who was acting as switchman, thinks it came originally from Mr. Kempton.

Fifty-seven feet below the point where he fell, and about 15 feet from the track stands an elm tree about five inches through, and one of the limbs extends in the direction of the track to a point directly over and 16 feet above the rail next to it, the ends of the limb being small twigs. As a box-car projects over the rail 18 or 20 inches, these twigs of course reach that distance from the edge, toward the middle of a car passing under them. The one question of fact regarding this accident concerning which there is doubt, is, whether Mr. Kempton was jerked from the car by the sudden slacking up of the engine, when the engineer was signalled that the cars that were being "kicked" up the track did not need any more momentum, or was hit in the face by the twigs on the elm tree, when the car passed under them, and so startled or hurt that he unconsciously stepped or stumbled over the end and fell upon the track. In the absence of positive testimony, it would not appear probable that twigs so small, extending over a car so short a space, could be the cause of his death, especially as he remained upon the car after he passed the twigs, until it had moved 57 feet, at the rate of not more than four miles an hour; but all the direct evidence is to the effect that this was the case. After he was removed to the station in Warner and while he was apparently conscious, he stated that the limb brushed him in the face and blinded him, and there is no reason to suppose that he was mistaken as to its hitting him. Other trainmen testify that the same limb has hit them, and one of them who tried the experiment afterwards, says that a man who stands erect upon such a car midway between the running-board and the edge, will invariably be hit by it. It is therefore to be concluded that as Mr. Kempton rode along in the darkness, these twigs struck him in the eyes or other

part of the face, and while they produced no wound that was visible, caused him such pain, that he forgot for a moment that he was riding upon the top, and near the end of a car and involuntarily stepped off.

The cars were not running more than four miles an hour when they began to slack, and the engineer and all other trainmen appear to have been faithfully and carefully performing their duties.

H. M. PUTNEY,
For the Board.

DEATH OF ALBERT BAILEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, November 25, 1891.

Witnesses: Frank E. Stevens, Malden, Mass.; Frank Morrill and Charles B. Pray, Rollinsford.

Albert Bailey, a man about thirty years of age, who resided with his parents at South Berwick, Me., was killed at the Rollinsford station on the Boston & Maine Railroad, at twenty minutes past two o'clock on the afternoon of September 19, by passenger train No. 94, which was running from Portland to Boston. Mr. Bailey was a painter by trade, and a man of very intemperate habits. When train No. 94 reached Salmon Falls, he stepped upon the platform of the passenger car next to the smoking car, and with some companions rode to Rollinsford, where the usual stop was made. He had been asked at Salmon Falls to go into the car and ride, but persisted in remaining upon the platform, and during the stop at Rollinsford stood upon the next to the lower step, supporting himself by the platform railing and looking out as if to see if there were any one there whom he knew. As the train was leaving the station, and when it had run about 200 feet from the point where it stopped, Bailey stepped from the car upon the station platform and reeled towards the middle of it, a distance of eight or ten feet. In endeavoring to maintain his footing he pitched the other way towards the track, and fell between the platform and the moving cars, so as to be struck and instantly killed by a brake-beam. The wheels did not run over him, as the brake-beam which struck him in the head, threw him along side the track, and parallel to it. He was seen to step from the car and stumble, by several people upon the platform and

by a train brakeman, who at once pulled the bell cord and brought the train to a stop.

His body was immediately taken to Great Falls, and was subsequently delivered to his friends. The train was not running more than five miles per hour, and a sober man could undoubtedly have stepped from it upon the platform without injury. It is probable that Mr. Bailey took the train at Salmon Falls intending to go to Dover, but as it was leaving Rollinsford, saw upon the platform some acquaintances who were going to Great Falls upon a train just leaving for that place, and thought he would join and accompany them.

H. M. PUTNEY,
For the Board.

DEATH OF J. DUQUETTE.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 17, 1891.

Witnesses: Fred Sanborn, night yardmaster; Arthur F. Graves, switchman, both of Nashua; Edward M. Buckley, Woodsville, engineer; and Bertram F. Chase, Hudson, fireman.

Investigation at Manchester, December 14, 1891, Hon. J. W. Fellows, appeared as counsel for the road.

This accident occurred on the Concord & Montreal Railroad, on the evening of November 24, at about 1 o'clock, and Mr. Duquette died from the effect of his injury on the 26th of November. Duquette was employed as a yard man, and was considered entirely competent to discharge all the duties assigned him. At the time of the accident he had taken the place of another employé who was absent that night. A freight train was being made up and the change of cars was going on as usual, to get the train properly arranged for movement from the yard. The train had backed from the Acton branch and was upon the main line, north of the bridge over the Nashua river, and when there, had about twenty-five cars in it. It became necessary to pull the pin between two cars, in order to make a change. Duquette gave the motion for the engineer to start, in order that he might pull the pin. He had his lantern on his right arm, and his right hand was upon the car near the end of the train. He attempted to pull the pin with his left hand, and was walking along, as the train was moving very slowly. While walking, his left toe

struck the end of a short guard rail near a frog, which caused him to fall, and the wheels of the car in the rear of him caught his left leg, and pushed it along and badly mangled it below and above the knee; the train was at once stopped, or as soon as the motion could be given by one who stood near and saw him fall. The cars were pushed and Duquette was taken to the station and from there to his home. The limb was amputated in the morning of the 26th, but he died soon after the operation. The testimony of all the witnesses was to the same effect, that the train was carefully handled; that Mr. Duquette was doing work with which he was familiar and competent to do; and that by accident he hit his foot against this short guard rail, and fell with his left leg upon the rail. These rails are very numerous in railroad yards, especially of the size of that in Nashua, but it is very rare that one is hit in the manner in which this accident occurred. There seems to have been no fault on the part of anyone handling the train.

B. F. PRESCOTT,
For the Board.

DEATH OF MRS. MARY A. EATON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, December 23, 1891.

Investigation at Portsmouth, December 19, 1891.

Witnesses: George West, Somerville, Mass., conductor; Lewis R. Morrison, Boston, brakeman; and Perley B. Lake, Swampscott, Mass.

This accident occurred on the first day of December, 1891, at about half past five o'clock in the afternoon, on the Eastern division of the Boston & Maine Railroad. The passenger train No. 94 left Portsmouth for Boston at five o'clock P. M. When it reached Hampton station, Mrs. Eaton got on board and had a ticket for Seabrook. The ticket was taken up by the conductor when the train was nearing Seabrook; the conductor was announcing the station as usual, and did not notice or have knowledge that Mrs. Eaton had left her seat. When the train stopped, it was found that Mrs. Eaton had made the attempt to get off before it came to a stand still. In attempting to alight she made a misstep and fell between the train and the station platform, and the wheels of one of the cars injured her feet, one of them quite badly.

She fell of her own accord out upon the platform, and pulled her-

self upon it, and was seen there by Mr. Lake who came out of the station to get upon the train. This was the first knowledge that any one on the train had that she had attempted to get off. She was at once taken up and carried to a house near by, and a physician summoned. In four days after the accident it became necessary to amputate one of her feet, and she died on the 9th. As Mrs. Eaton of her own accord left the train when it was in motion, and unbeknown to the conductor and other employes on the train, we cannot see that anyone is guilty of negligence, or responsible for the accident.

B. F. PRESCOTT,

For the Board.

DEATH OF REUBEN E. CLARK.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 26, 1892.

Investigation at Concord, January 22, 1892.

Witnesses: Charles J. Morgan, Sutton, conductor; Richard Jones, brakeman.

While Reuben E. Clark, a brakeman upon freight train No. 31, upon the Concord division of the Boston & Maine Railroad, was attempting to couple two cars upon a side track at Newport, on the evening of December 17, 1891, he either slipped and fell, or was hit and knocked down by the car that was being run back to the one that was stationary upon the track, and was run over by a set of trucks, which crushed both legs, causing his death.

Mr. Clark who was a faithful and careful man was in the discharge of his duty, and does not appear to have been careless in any way. The drawbars upon both the cars he was trying to couple were in perfect condition, as were the links and pins, and the hitch was made without difficulty soon after the accident.

The car that ran over Mr. Clark stood upon the siding alone, several others being above it, and the engine to which were attached six cars below it. It was the purpose to back the engine until the cars attached to it struck the one that was alone and couple them to it, and then to push it back to the ones above, five or six feet, and couple it to them. Mr. Clark stationed himself at the upper end of that car, and the second brakeman, who was making his third trip, was at the lower end, to make the hitch there. When the engine

and cars with it ran back, they did so with so much force that the second brakeman was afraid to go between them and the one to which they were to be coupled, and stepped to one side; but Mr. Clark, either because he did not realize how fast they were moving or being an old brakeman was less timid, stood at the other end of the car ready to couple it, until it was pushed back upon him and he slipped or was thrown down. The only question is, if the fatality was due to the engineer who handled the train and threw it back more violently than he should have done, and this can not well be determined for he has since died. Mr. Clark is dead, and the other brakeman being entirely new to the business is not able to give any opinion that is of much value. The conductor thinks the engine was moving at the usual speed, but as it was dark he does not undertake to say positively. All the evidence we have is to the effect that the accident belongs to the class that can not be guarded against so long as couplers and pin pullers are obliged to go between cars to do their work.

H. M. PUTNEY,
For the Board.

DEATH OF HENRY G. GREELEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January 26, 1892.

Investigation at Concord, January 22, 1892.

Witnesses: Henry R. Collins, Canaan, conductor; R. N. Howlett, Wilmot Flat; and A. B. Cole, conductor.

Henry G. Greeley, a freight brakeman upon the Concord division of the Boston & Maine Railroad, was killed upon a crossing near the station at East Andover, December 18, 1891, by falling under the wheels of passenger train No. 64. Mr. Greeley, who was a young man and had been in the employ of the road but a short time, had gone from Lebanon to Concord upon his own train that day as usual, and took the passenger train north to return to his home at East Andover, intending probably to leave it at the Potter Place, as it was an express and did not usually stop at East Andover. After leaving Franklin, however, its conductor got orders to stop at East Andover, and let off a flagman who was taken upon it a few miles below. At this time Greeley was asleep in a seat in the second car from the rear of the passenger train. The conductor of his own train, who was also

riding upon the passenger, woke him and told him there was to be a stop at East Andover to let off a flagman, and he could get off if he desired. He rose and passed out upon the car platform, but when the train came almost to a stop at the depot, and the flagman stepped off, Greeley did not follow him but remained upon the platform until the train had run two or three hundred feet and gained considerable headway; he then swung himself off, and being apparently unable to get a firm footing clung to the railing and ran or was dragged beside the car until it had run a considerable distance and reached a highway crossing, when he let go and was thrown under the wheels and crushed to death. It was a clear case of carelessness. Mr. Greeley might easily have stepped from the train in safety at the station, and no one else can be blamed because he did not do so. He seems to have taken the risk he did in a spirit of pure recklessness, or because he enjoyed the excitement of swinging himself from a moving train, which he had been in the habit of doing while he was at work for the corporation.

H. M. PUTNEY,
For the Board.

COUPLING ACCIDENTS AT GORHAM.

Frederick E. Armstrong, a switchman, in the employ of the Grand Trunk road, while coupling cars at Gorham, October 15, 1890, caught his foot in a guard rail and was thrown under the wheels of the train, which passed over him, injuring him so that he died three hours afterwards, and J. Lyden, a brakeman upon the same road, was caught between two cars of a passenger train, which he was trying to couple at Gorham, December 10, 1891, and crushed to death. These accidents were not reported to the Board when they occurred, and have but recently come to our knowledge. Consequently they have not been investigated by us, but we have obtained copies of the testimony given at the coroner's inquest in the Lyden case, and affidavits from the witnesses in the Armstrong case, which are on file in our office and open to the inspection of any parties interested.

DEATH OF FRANK TABOR.*

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January, 1892.

Frank Tabor, a foreman of a section on the Concord & Montreal Railroad near North Haverhill, was struck by a train and killed on the 10th day of December, 1891, at about 2.18 p. m., while working at a crossing about one fourth of a mile south of the North Haverhill station. Mr. Tabor and his assistants were engaged in removing the planks at a farm crossing, as is usually done in the fall or early winter, in order to prevent any obstruction to the snow plows. Express train No. 53, from Concord was approaching, running at a speed of about 30 miles an hour, as appears from the testimony of the engineer. Tabor was seen and the warning signals were sounded, but he did not give any heed to them. He was stooping at the time the locomotive struck him, and was thrown into the ditch. The train came to a standstill as soon as possible, and backed to the point where Mr. Tabor was found. He was taken on board in an unconscious condition and conveyed to Woodsville, where physicians were summoned, but he only survived a few hours. He was unmarried and lived in Haverhill. Tabor was a reliable, sober man, and familiar with the running of the trains, and must have known of the time of the approach of this train if it was on time. There was no carelessness on the part of the engineer who was running the express train, and he gave the customary warning when he saw Tabor upon the track. This is another instance of the risk men run who are employed upon railroads, and who ought to exercise more watchfulness in avoiding danger.

B. F. PRESCOTT,

For the Board.

* This and the following findings were made by the Board after the body of their report had been prepared and sent to the printer. The accidents to which they refer are not included in the summary in part 1.

DEATH OF W. C. CROSS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 10, 1892.

Investigation at Concord, February 5, 1892.

Witnesses: Jeremiah Cushing, engineer, Bellows Falls; and Henry Evans, brakeman, Bellows Falls.

This fatal accident occurred upon the Cheshire division of the Fitchburg Railroad, on the 5th day of January, 1892, at about 6.20 o'clock A. M., in the yard of said road upon the New Hampshire side of the Connecticut River, and he died in about two hours after he was run over. The facts in the case as gathered from the witnesses were as follows: Mr. Cross was acting as conductor in the yard, having charge of a switching gang. It became necessary to change some cars from one track to another, and a piece of timber was used, one end resting upon the engine and the other upon a car which was to be pushed, a practice in the yard. Mr. Cross stood upon the same track with the locomotive, and was taking the numbers upon the cars as they passed by him; the engine was backing slowly, and Mr. Cross did not give attention to that fact, and was hit by the tender as his back was toward it. It was nearly dark and the engineer did not see him, and Cross had his cap drawn down over his ears which probably prevented his hearing the engine as it moved toward him. He was knocked down and a pair of trucks run over him and cut off both of his legs, and there were bruises and cuts upon his head. Mr. Cross was taken up and carried to a place near by and a physician summoned, but his injuries were so serious that he soon died. Mr. Cross had worked there for more than a year and was a capable, prompt, and careful man, and was doing the same kind of work that he had been accustomed to do. The work in the yard at that time was being done in the usual manner, and Mr. Cross was familiar with it. No blame can be attached to the employes who were at work with Mr. Cross or to the corporation.

B. F. PRESCOTT,

For the Board.

DEATH OF GEORGE R. WATSON.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, January, 1892.

Investigation at Concord, January 22, 1892.

Witnesses: Royal D. Sleeper, brakeman, Manchester; George H. Moses, section foreman, Goff's Falls; James A. Shanley, at depot, Manchester; William E. Simpson, car inspector, Manchester; William H. Lynch, car inspector, Manchester.

George R. Watson, of Nashua, was fatally injured in the passenger station at Manchester, on the evening of January 9, 1892. He had been visiting at the house of a friend at Goff's Falls, six miles south of Manchester, and on the afternoon of that day in company with that friend went to Manchester to make some purchases. At about half past six o'clock they proceeded to the station, intending to take a train for Goff's Falls that left a few minutes past seven. A drunken man made some disturbance there, and as a crowd followed him to the upper end of the building, Mr. Watson joined it, and while his attention was fixed upon the intoxicated person, the train from Lawrence arrived and discharged its passengers. The locomotive was then cut from the cars, run up above the switch, then down upon the side track and coupled to the rear, in order to draw the train out of the station and put it in the car house for the night, this being the usual custom. When the hitch had been made the engineer got the signal to move, and the train was pulled from the depot. Mr. Watson, who had been so engrossed with what was going on elsewhere, that he had not seen the train come in or heard the announcement that it would go no further, which was made in a loud voice by Mr. Shanley upon its arrival, turned and saw it moving out of the south end of the station. Supposing it to be the train for Goff's Falls for which he was waiting, Mr. Watson ran and attempted to jump upon the platform of the second car. He put one foot upon the car step, and caught the railing with one hand but did not secure a firm footing, and was pulled along partially upon the step and partially upon the depot platform, until he reached the end of the planking, when he fell under the wheels, which passed over him crushing both legs. He was removed to the hospital where he died eight hours afterwards. There is no evidence that anyone except Mr. Watson was careless or negligent in this case. The train was handled carefully. When it stopped it was

announced that it would go no further, and when he was running toward it, a brakeman shouted to him to "look out" to which he gave no heed. He could only have been saved by being seized as he ran, and held until the train was beyond his reach, and it was no one's duty to do that.

H. M. PUTNEY,
For the Board.

DEATH OF WILLIAM H. TYLER.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 10, 1892.

Investigation at Concord, February 5, 1892.

Witnesses: George F. Smith, Concord; Frank A. Butterfield, Bow; Samuel M. Patten, Manchester; George A. Smith, Manchester.

William H. Tyler was fatally injured upon the crossing near the counting-room of the Amoskeag corporation, in Manchester, by the locomotive of the north-bound passenger train, which left the Manchester station at 5 o'clock p. m., January 18, 1892. He was an old man, partially deaf, and otherwise infirm. He had been sick several weeks but was slowly recovering, and for several days had been at work a portion of the time as a carpenter, where he had been employed many years upon the Amoskeag corporation. Those in charge of the business permitting him to do what he felt able to because he needed all he could earn. As he came out of the mill-yard that night, and stepped upon the bridge over the canal, which is between the mills and the railroad, and close to the crossing, he passed two newsboys, Samuel M. Patten and George A. Smith, who were selling papers there, as usual at that hour of the day. These boys who were well acquainted with Mr. Tyler, observed that he staggered as if very weak or dizzy when he walked, and as they saw the train approaching, they tried to stop him on the bridge until it should pass. Both boys shouted to him that the train was coming, and when he made no answer but quickened his pace, as if determined to go upon the track, the Smith boy seized him by the arm and attempted to turn him back, but he twitched himself away, and stepped or staggered over the rail, just in time to be struck by the engine. He was carried some distance on the pilot and thrown off upon one side.

No bones were broken, and his injuries were apparently not severe,

but he was too feeble to rally from the effects of the shock and died a few days afterwards. He was seen while upon the bridge by the fireman, who corroborated the testimony of the boys as to their trying to stop him, and as to the ringing of the bell and blowing of the whistle below the crossing. Had Mr. Tyler been a well man, in the possession of all his senses, the evidence would all point to the conclusion that he deliberately committed suicide; but the probability is, that he was so weak and blind that he did not realize how near the train was, and resisted the boys interference because he thought he had time to cross before the locomotive would hit him. His condition was such that he did not know what he was doing. The trainmen were not at fault and the two boys did all in their power to save him.

H. M. PUTNEY,
For the Board.

DEATH OF GEORGE GREELEY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 15, 1892.

Investigation at Portsmouth, February 12, 1892.

Witnesses: Frank W. Sawyer, conductor, Portland, Me.; Alfred E. Smith, engineer, Somerville, Mass.; Albert J. Stevens, fireman, Somerville, Mass.

This accident occurred on the Western division of the Boston & Maine Railroad, near East Kingston, on the 22d of January, at about 6 o'clock in the evening.

Passenger train No. 122, was running towards Boston from the east. The train at this point was running from twenty-five to thirty miles an hour. Greeley was sitting on the track, and when discovered by the engineer was not more than forty or fifty feet from the locomotive. He appeared only as a dark object to the engineer when first seen, but when struck, his clothes spread out, which indicated that it was a person. It was impossible to stop the train before he was hit, or to sound the alarm whistle. The train was at once stopped and backed to the point where Mr. Greeley was, who had been instantly killed. His remains were taken to the East Kingston station, and left in charge of the station agent. No one could give anything in particular about him. He was supposed to have been a carpenter by trade, as certain papers found on his person indi-

cated his business. He was sometimes in Exeter and other places. It is not known how he happened in this position upon the track, but no doubt he was walking upon it, as a trespasser, and from some cause sat down upon the rail, and was struck by the approaching train.

The accident could not have been prevented, as he was not seen in season to avoid it.

B. F. PRESCOTT,
For the Board.

DEATH OF GEORGE R. STEEN.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 12, 1892.

Investigation at Concord, February 5, 1892.

Witnesses: Warren T. Bagley, Melvin's Mills, Warner; Walter Melvin, Melvin's Mills, Warner; C. J. Morgan, conductor, Claremont Junction; Richard Jones, brakeman, Claremont Junction.

George R. Steen, was a brakeman employed on the Concord division of the Boston & Maine Railroad, and received injuries on the 28th of January, 1892, at about 8.45 o'clock A. M., at Melvin's Mills in Warner, from which he afterwards died, living only about two days. The train on which Mr. Steen was brakeman was a mixed train.

In the rear was a passenger car in which he was riding. Two trains were to meet and pass each other at Melvin's Mills. At the usual place the whistle was sounded for brakes, and Steen at once stepped upon the platform on the front end of the passenger car and commenced to apply the brakes. He was a strong, muscular man, and probably used much strength in winding the wheel. At all events he twisted off the rod, a few inches below the wheel, which was an inch or more in diameter, and which on examination appeared to be a perfect piece of iron. The result was, he fell between the cars, and the rear trucks of the car on which he stood, ran over and completely crushed his right arm near the shoulder and he received other bruises and injuries. He was at once taken from between the rails where he was lying, and carried to the station. He was conscious all of the time and told how it happened. The evidence was that the breaking of a rod in this place, and in this way was very unusual, as there appeared no flaw in the metal. Mr. Steen belonged

in Ottawa, Canada, and had had several years' experience upon railroads.

The train was running slowly and nothing unusual occurred in handling it at the time of the accident. The breaking of the rod on which the wheel was attached, was the cause of the accident. Mr. Steen was taken to the hospital in Concord at once, where he died on Saturday after the accident on Thursday.

B. F. PRESCOTT,
For the Board.

DEATH OF EBENEZER S. STEARNS.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 10, 1892.

Investigation at Concord, February 5, 1892.

Witnesses: James B. Kellogg, engineer, Keene; J. H. Hayes, brakeman; Melton L. Morrison, fireman, Keene.

Ebenezer S. Stearns, of Keene, was instantly killed by a shifting engine in the yard of the Fitchburg Railroad, in that city, January 30, 1892. Mr. Stearns was an employé of the Humphrey Machine Company, and was accustomed in going from the foundry where he worked to his home, to take a short cut through the railroad yard and over the tracks, instead of following the highway, thereby saving fifteen or twenty rods travel. On the evening of the accident he left the foundry as usual, walked down a path in the yard, stepped over the rail six or eight feet from an engine, which was backing down to set some cars upon another track, and a moment later was struck by the tender, run over and crushed to death. J. H. Hayes, who was standing within 50 feet of him when he stepped upon the track shouted to him and ran towards him swinging his hands to attract his attention, but as he was very deaf, and walked with his eyes turned to the ground, the warning did not avail anything. The engine was running slowly and the bell was ringing when Mr. Stearns was hit and killed. He was a man of good habits and excellent character, but he was exceedingly careless, as is any deaf man who uses railroad tracks for a highway, especially in yards where shifting is being done.

H. M. PUTNEY,
For the Board.

DEATH OF EDWARD W. DUFFY.

STATE OF NEW HAMPSHIRE.

IN BOARD OF RAILROAD COMMISSIONERS.

CONCORD, February 17, 1892.

Investigation at Portsmouth, February 12, 1892.

Witnesses: Edgar M. Roberts, Portland, Me.; William F. Piper, Dover, N. H.; Frank W. Clough, Dover; Benjamin C. Hale, Exeter; George E. Clark, Dover.

Edward W. Duffy, a laboring man whose home was at Quincy, Mass., went to Dover on the morning train, February 1, and intended to go from there to Alton, where it is supposed he expected to find employment. When train No. 70, from Portland, reached Dover, on its way to Boston, Mr. Duffy got upon it, evidently thinking it was bound for Alton. As it left the station, he discovered his mistake and stepped from the car platform on which he stood to the ground, but as he did not obtain a firm footing owing to the motion of the train, he clung to the railing beside the steps with one hand, and ran or was dragged a distance of about 130 feet to a switch, when he either attempted to seize the framework, and thereby steady himself, as he released his hold upon the car, or ran against it and was thrown about 20 feet, striking upon the ground beside the rail on which the train was moving with steadily increasing speed. As he tried to rise he was hit by the woodwork of a car, and thrown down again in such a position, that his arm was run over and crushed by the wheels, and he was so injured about the head and internally, that he died in about an hour. The accident was due entirely to Mr. Duffy's mistake in trying to leave the train while in motion, after he learned that it was not going to Alton as he supposed it was when he stepped upon it from the station platform.

H. M. PUTNEY,

For the Board.



PART III.

RAILROAD RETURNS.

REPORT

OF THE

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$1,141,818.91
Less operating expenses	877,392.07
Income from operation	\$264,226.84
Total income	\$264,226.84
Deductions from income:	
Interest on funded debt accrued	
during the year	\$206,280.00
Taxes	20,568.51
Total deductions from income	226,848.51
Net income	\$37,378.33
Dividends declared, 6 per cent, on common stock .	\$329,040.00
Deficit for the year ending June 30, 1891, (paid by lessees)	\$291,661.67
EARNINGS FROM OPERATION.	
Total passenger revenue	\$297,622.43
Mail	22,364.22
Express	22,125.29
Total Passenger earnings	\$342,111.94

Total freight revenue	\$797,345.91
Total freight earnings	\$797,345.91
Total passenger and freight earnings	\$1,139,457.85
Rentals not otherwise provided for \$2,161.06	
Total other earnings	2,161.06
Total gross earnings from operation	\$1,141,618.91
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$91,061.76
Renewals of rails	23,310.00
Renewals of ties	19,834.31
Repairs of bridges and culverts	15,299.22
Repairs of fences, road crossings, signs, and cattle guards	11,116.13
Repairs of buildings	7,674.49
Repairs of docks and wharves	23,751.13
Total	\$192,047.04
Maintenance of equipment :	
Repairs and renewals of locomotives	\$58,747.47
Repairs and renewals of passenger cars	27,646.64
Repairs and renewals of freight cars	60,503.04
Shop machinery, tools, etc.	12,176.85
Other expenses	3,827.10
Total	\$162,901.10
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$99,536.67
Fuel for locomotives	189,547.17
Water supplies for locomotives	2,979.69
All other supplies for locomotives	6,678.19
Wages of other trainmen	56,646.60
All other train supplies	7,636.27
Wages of switchmen, flagmen, and watchmen	42,445.30
Expense of telegraph, including train dispatchers and operators	17,521.24
Wages of station agents, clerks, and laborers	66,119.23
Station supplies	19,216.38
Car mileage—balances	16,145.07
Loss and damage	2,579.23
Injuries to persons	740.87
Other expenses	2,199.28
Total	\$479,991.19

General expenses :		
Salaries of officers		\$10,269.27
Salaries of clerks		8,283.06
General office expenses and supplies		2,975.58
Agencies, including salaries and rent		8,490.74
Insurance		7,716.99
Legal expenses		3,031.44
Stationery and printing		785.66
Total		<u>\$42,452.74</u>
Recapitulation of expenses :		
Maintenance of way and structures		\$192,047.04
Maintenance of equipment		162,901.10
Conducting transportation		479,991.19
General expenses		42,452.74
Grand total		<u><u>\$877,392.07</u></u>
Percentage of operating expenses to earnings		76.86
GENERAL BALANCE SHEET, JUNE 30, 1891.		
Cost of road		\$8,922,000.00
Total		<u>\$8,922,000.00</u>
Capital stock :		
Common	\$5,484,000.00	
Total capital stock		\$5,484,000.00
Funded debt		3,438,000.00
Total		<u>\$8,922,000.00</u>
CAPITAL STOCK.		
Capital stock authorized by charter and acts of legislature	\$5,484,000.00	
Capital stock authorized by votes of company	5,484,000.00	
Capital stock issued (number of shares, 11,285 sterling; 215 federal; 35 fractional); amount paid in		\$5,484,000.00
Total number of stockholders	1,337	

FUNDED DEBT.	
Funded debt, as follows:	
First mortgage bonds, due 1884; rate of interest, 6 per cent	\$1,499,916.00
Interest paid on same during the year	\$89,994.96
Second mortgage bonds, due 1891; rate of interest, 6 per cent	712,932.00
Interest paid on same during the year	\$42,775.92
Third mortgage bonds, due 1909; rate of interest, 6 per cent	786,984.00
Interest paid on same during the year	\$47,219.04
Balance on exchange of bonds	168.00
Interest on same during year	\$10.08
Island Pond to Canadian Boundary Line:	
Island Pond debentures, 6 per cent £90,000 sterling	438,000.00
Interest paid on same during the year	\$26,280.00
Total amount of funded debt	\$3,438,000.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	365,553
Number of passengers carried one mile	11,500,086
Average of distance carried	31.46
Total passenger revenue	\$297,622.43
Average amount received from each passenger . . . . .	.8142
Average receipts per passenger per mile . . . . .	.0259
Passenger earnings per mile of road	2,053.74
Passenger earnings per train mile . . . . .	.26
Freight traffic:	
Number of tons carried of freight earning revenue	897,999
Number of tons carried one mile	100,797,188
Average distance haul of one ton	112.25
Total freight revenue	797,345.91
Average amount received for each ton of freight . . . . .	.8879
Average receipts per ton per mile . . . . .	.0079
Freight earnings per mile of road	4,786.56
Freight earnings per train mile . . . . .	.60
Train mileage:	
Miles run by passenger trains	334,528
Miles run by freight trains	512,490

Miles run by mixed trains	139,496
Total mileage trains earning revenue	986,514
Miles run by switching trains	210,498
Miles run by construction and other trains	123,668
Total train mileage	1,320,680
Average number of persons employed	875
RATES OF FARE.	
Average rate of fare per mile received for local tickets	3.32 cents.
Average rate of fare per mile received for commutation tickets	1.88 "
Average rate of fare per mile received for mileage tickets	2.50 "
Average rate of fare per mile received for season tickets	0.78 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	1.97 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	1.37 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	0.57 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Canadian Boundary Line to Portland, Me.	165.22 miles.
Main line of road in New Hampshire	52.06 "
" " Vermont	30.56 "
" " Maine	82.60 "
Total road belonging to this company	165.22 "
Sidings and other tracks not before enumerated	36.80 "
Same in New Hampshire	10.24 "
Total length of track owned, computed as single track	202.02 "
Same in New Hampshire	62.30 "

Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this Return.

Norway Branch	1.36 miles.
Total length of above roads	1.36 "
Total length of above roads in Maine	1.36 "
Total miles of road operated by this company	166.58 "
Total miles of road operated by this company in New Hampshire	52.06 "
Number of stations in New Hampshire, on all roads operated by this company	12
Number of telegraph offices in same	10
Number of stations on all roads owned by this company	33
Same in New Hampshire	12

EQUIPMENT.

Equipment furnished by the Lessees.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers				1		1		1
Employés..	1	3		1	1	4	2	12
Others.....				2		2	2	2

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

October 15, 1890. — Gorham, F. E. Armstrong, brakeman, coupling, killed. Verdict "accidental."

November 5. — Groveton, Mrs. Smith, passenger, fell off train, injured.

November 7. — North Stratford, E. Finegan, section foreman, struck by hand-car and injured.

November 10. — North Stratford, B. A. E. Davis, brakeman, injured while coupling.

November 14. — Gorham, Alexander Williamson, injured jumping off train.

January 12, 1891. — Gorham, I. D. Parker, brakeman, injured coupling.

February 11. — Gorham, John Boyle, struck on public crossing and injured.

April 22. — Berlin Falls, L. A. Bickford, switchman, injured while coupling.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in New Hampshire on Miles of Road owned.</i>	
Number of crossings on highways at grade	25
“ “ “ over railroad	4
“ “ “ under railroad	1
Number of highway bridges less than 18 feet above track	4
Height of lowest bridge above the rails	15 ft. 10 in.
Number of crossings at which there are neither signals nor flagman	25
Number of railroad crossings at grade	1
Maine Central (Upper Coös Railroad).	
<i>Bridges on roads operated in New Hampshire.</i>	
Bridges extensively repaired during the year :	
No extensive repairs — ordinary maintenance.	
Total amount expended for repairs and renewals of bridges	\$15,299.22
Number of new ties laid in New Hampshire	28,109
Tons of steel rails laid in New Hampshire	613

NAMES AND RESIDENCES OF OFFICERS.

L. J. Seargeant, *President*, Montreal, Que.; P. H. Brown, *Vice-President*, Portland, Me.; W. W. Duffett, *Treasurer*, Portland, Me.; F. R. Barrett, *Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

L. J. Seargeant, Montreal, Que.; P. H. Brown, Portland, Me.; Sir Alexander T. Galt, Montreal, Que.; F. R. Barrett, F. K. Swan, George P. Wescott, W. L. Putnam, W. W. Duffett, Stephen R. Small, Portland, Me.

PROPER ADDRESS OF THE COMPANY.

ATLANTIC & ST. LAWRENCE RAILROAD COMPANY,
PORTLAND, ME.

STATE OF MAINE.

CUMBERLAND SS. PORTLAND, September 26, 1891. Then personally appeared F. R. Barrett, secretary and clerk, and W. W. Duffett, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED A. MONTGOMERY,
Justice of the Peace.

REPORT

OF THE

BOSTON & MAINE RAILROAD

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$15,882,519.96
Less operating expenses	10,083,498.08
Income from operation	\$5,299,021.88
Interest on bonds owned	\$26,728.88
St. Johnsbury & Lake Champlain R. R.	\$24,540.00
Portland Union Railway Station Co.	2,188.88
Dividends on stocks owned	162,388.40
Maine Central R. R., 18,115 shares	\$108,690.00
Portland & Rochester R. R., 4,820 shares	28,920.00
Dover & Winnepesaukee R. R., 2,685 shares	15,810.00
York Harbor & Beach R. R., 4,971 shares	4,971.00
Portland & Ogdensburg R. R., 3,952 4-10 shares	3,952.40
Eastern R. R. in New Hampshire, 10 shares	45.00
Miscellaneous income — less expenses	163,725.53
Rents of tenements, lands, etc.	\$173,519.69
Expenses	56,269.71
	<u>\$117,249.98</u>

Interest received . . .	\$23,608.28	
Bridge tolls . . .	10,197.50	
expense . . .	1,434.20	
	<u>\$8,763.30</u>	
Lyndonville Water Works .	535.79	
Interest on St. Johnsbury & Lake Champlain R. R. bonds owned by B. & L. R. R.	7,450.00	
Dividend on 331 shares Peterborough R. R. stock owned by B. & L. R. R.	3,310.00	
Dividend on 136 shares Mt. Washington R. R. stock owned by Connecticut & Passumpsic Rivers R. R.	1,360.00	
Sundry items . . .	1,448.18	
Income from other sources . . .		\$352,842.81
Total income . . .		<u>\$5,651,864.69</u>
Deductions from income:		
Interest on funded debt accrued during the year . . .	\$983,724.59	
Interest and discount on interest bearing current liabilities . . .	163,823.87	
Taxes . . .	710,237.60	
Rentals:		
Boston & Lowell R. R. . .	\$684,187.46	
Worcester, Nashua & Roch- ester R. R. . .	250,000.00	
Connecticut & Passumpsic Rivers R. R. . .	233,000.00	
Northern R. R. . .	198,420.00	
Manchester & Lawrence R. R.	102,000.00	
Central Massachusetts R. R.	101,500.00	
Portland, Saco & Ports- mouth R. R. . .	90,375.00	
Nashua & Lowell R. R. . .	73,000.00	
Lowell & Andover R. R. . .	52,500.00	
Portsmouth & Dover R. R.	46,140.00	
Massawippi Valley R. R. . .	36,000.00	
Peterborough R. R. . .	35,699.64	
Dover & Winnepesaukee R. R.	29,000.00	
Eastern R. R. in New Hamp- shire . . .	22,500.00	
Stony Brook R. R. . .	21,500.00	
Wilton R. R. . .	19,537.50	
Newburyport City R. R. . .	6,000.00	
West Amesbury Branch R. R.	5,700.00	

Kennebunk & Kennebunk- port R. R.	\$2,925.00	
Wolfeborough R. R.	2,315.00	
	<u>\$2,012,299.60</u>	
Newport & Richford R. R.	\$17,500.00	
Sublet to Canadian Pacific R. R. for the sum of	18,000.00	
Credit	\$500.00	
	<u>\$2,011,799.60</u>	
Total deductions from income		\$3,869,585.66
Net income		<u>\$1,782,279.03</u>
Sinking fund payments account Bos- ton & Maine R. R. bonds *	\$50,807.00	
Sinking fund payments account Eastern R. R. bonds	21,391.88	
Dividends declared, 6 per cent on preferred stock	188,982.00	
Dividends declared, 9½ per cent on common stock †	1,201,833.50	
Total		<u>1,463,014.38</u>
Surplus for the year ending June 30, 1891		<u>\$319,264.65</u>
Surplus for year ending June 30, 1891	\$319,264.65	
Balance profit and loss account June 30, 1890	2,018,240.24	
Total profit and loss account, surplus		<u>\$2,337,504.89</u>
Amount transferred September 30, 1890, to the credit of equipment fund	\$400,000.00	
Amount transferred September 30, 1890, to the credit of injury fund	100,000.00	
		<u>500,000.00</u>
Balance profit and loss account June 30, 1891, sur- plus		<u>\$1,837,504.89</u>
* Cash paid trustees Eastern R. R.		\$103,817.83
Less bonds purchased and cancelled by them, reducing debt		<u>82,425.95</u>
		<u>\$21,391.88</u>

† November 15, 1890, 5 per cent on 126,415 shares.

May 15, 1891, 4½ per cent on 126,613 shares.

This does not include 4,591 shares owned by B. & M. R. R.

EARNINGS FROM OPERATION.	
Passenger revenue	\$7,616,846.36
Less repayments :	
Tickets redeemed	\$17,613.63
Excess fares refunded	77,487.75
Other repayments	8,000.00
Total deductions	103,101.38
Total passenger revenue	\$7,513,744.98
Mail	196,419.73
Express	393,753.66
Extra baggage and storage	46,398.11
Other items	21,763.50
Total passenger earnings	\$8,172,084.98
Freight revenue	\$7,240,599.07
Less repayments, overcharge to shippers	66,250.85
Total freight revenue	\$7,174,348.22
Eastern transfer	10,456.99
Total freight earnings	\$7,184,805.21
Total passenger and freight earnings	\$15,356,890.19
Other earnings from operation :	
Telegraph companies	\$5,477.10
Rents from tracks, yards, and terminals	18,521.64
Coal hoisting engines	133.59
Steamer Mt. Washington	1,497.44
Total other earnings	25,629.77
Total gross earnings from operation	\$15,382,519.96
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$1,144,241.44
Renewals of rails	109,294.79
Renewals of ties	204,980.10
Repairs of bridges and culverts	255,063.42
Repairs of fences, road crossings, signs, and cattle guards	93,247.46
Repairs of buildings	451,175.54
Repairs of docks and wharves	8,461.19

Repairs of telegraph	\$9,809.78
Other expenses	311.77
Total	\$2,276,585.49
Maintenance of equipment:	
Repairs and renewals of locomotives	\$395,751.85
Repairs and renewals of passenger cars	439,925.52
Repairs and renewals of freight cars	447,457.96
Shop machinery, tools, etc.	81,167.12
Other expenses	488.27
Total	\$1,364,740.72
Conducting transportation:	
Wages of enginemen, firemen, and roundhouse-men	\$891,100.97
Fuel for locomotives	1,303,536.59
Water supplies for locomotives	61,050.45
All other supplies for locomotives	48,408.38
Wages of other trainmen	776,537.06
All other train supplies	106,853.16
Wages of switchmen, flagmen, and watchmen	515,008.23
Expense of telegraph, including train dispatchers and operators	123,318.93
Wages of station agents, clerks, and laborers	1,400,593.82
Station supplies	155,909.30
Car mileage—balances	275,270.68
Loss and damage	51,650.88
Injuries to persons	124,249.26
Steamboats, expenses of, including wages, fuel, and supplies	4,746.87
Other expenses	4,391.69
Total	\$5,842,626.27
General expenses:	
Salaries of officers	\$81,338.73
Salaries of clerks	142,203.05
General office expenses and supplies	20,351.77
Agencies, including salaries, rent, advertising, and outside agencies	52,244.09
Insurance	34,092.29
Expense of fast freight lines	4,714.12
Rents for tracks, yards, and terminals	24,670.00
Rentals not otherwise provided for	15,320.00
Legal expenses	86,313.58
Stationery and printing	100,477.34
Other general expenses	37,820.63
Total	\$599,545.60

Recapitulation of expenses :		
Maintenance of way and structures		\$2,276,585.49
Maintenance of equipment		1,364,740.72
Conducting transportation		5,842,626.27
General expenses		599,545.60
Grand total		\$10,083,498.08
Percentage of operating expenses to earnings . . .		65.55
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Expenditures charged to property account		\$170,026.11
Franklin & Tilton R. R. stock	\$66,250.00	
Chelsea Beach R. R. stock	52,700.00	
Lands in Lowell	4,800.00	
Lands in Chelmsford	1,500.00	
Richford elevator owned jointly with Canadian Pacific R. R.	44,776.11	
Total charges to property accounts		170,026.11
Property sold and credited property accounts for the year :		
Bonds of Eastern R. R., cancelled	\$81,000.00	
Bonds of Portland Union R. R. Sta- tion Co., sold	50,000.00	
Stock of Danvers R. R., transferred to account of advances	25,100.00	
Land in Wakefield, sold	3,487.83	
Total credits to property accounts		159,587.83
Net addition to property account for the year . .		\$10,438.28
GENERAL BALANCE SHEET, JUNE 30, 1891.		
Cost of road		\$27,876,354.66
Cost of equipment		4,377,693.94
Bonds of St. Johnsbury & Lake Champlain R. R.	\$483,300.00	
Bonds of Newburyport R. R.	298,464.95	
Bonds of Danvers R. R.	125,000.00	
Stock of Boston & Maine R. R., ex- changed for Portsmouth, Great Falls & Conway R. R. stock	\$551,300.00	
		906,764.95

Stock of Maine Central R. R. . . .	\$1,811,500.00	
“ Portland & Rochester R. R. . . .	482,050.00	
“ Wolfeborough R. R. . . .	343,400.00	
“ Dover & Winnepesaukee R. . . .	263,144.48	
“ York Harbor & Beach R. R. . . .	248,550.00	
“ Portland & Ogdensburg R. R. . . .	146,238.80	
“ Franklin & Tilton R. R. . . .	100,000.00	
“ Chelsea Beach R. R. . . .	91,000.00	
“ Orchard Beach R. R. . . .	49,624.89	
“ St. Johnsbury & Lake Champlain R. R. . . .	4,283.56	
“ Newburyport R. R. (transferred from bond account)	4,047.00	
“ Danvers R. R. . . .	2,345.00	
“ Eastern R. R. in New Hampshire	900.00	
“ Portland Union Railway Station Co. . . .	25,000.00	
“ Portland, Mt. Desert & Machias Steamboat Co. . . .	15,000.00	
“ St. John Bridge & R. R. Extension Co. . . .	684.00	
		\$4,139,067.73
Lands in Bar Harbor, property . . .	\$45,104.87	
“ Lawrence	30,000.00	
“ Revere	23,400.00	
“ East Boston	20,625.00	
“ Portland	16,467.50	
“ Waltham	15,856.12	
“ Saco	15,000.00	
“ Dover and Old Orchard	14,182.21	
“ Wakefield, Mass. . . .	9,962.17	
“ Somerville	5,850.00	
“ Lowell	4,800.00	
“ Manchester, Mass. . . .	3,650.00	
“ Malden	2,301.44	
“ Chelmsford	1,500.00	
		208,648.81
Steamer Mount Washington and wharves	\$69,260.24	
Richford elevator	44,776.11	
		114,036.35
Total permanent investments		\$37,622,566.44
Cash	\$427,084.79	
Bills receivable	370,769.61	

Due from agents	\$505,722.72	
Due from solvent companies and other individuals	2,194,401.24	
Total cash and current assets		\$3,497,978.36
Other assets:		
Materials and supplies	\$1,994,642.77	
Trustees of Eastern R. R. sinking fund	1,280.90	
Trustees of Boston & Maine R. R. sinking fund	281,786.72	
Sundries	596,886.65	
Total other assets		2,874,097.04
Total		<u>\$43,994,641.84</u>
Capital stock, common:		
Boston & Maine	\$13,116,400.00	
Eastern	15,319.28	
Portland, Great Falls & Conway	582.96	
Boston & Maine scrip	15,597.76	
	<u>\$13,147,900.00</u>	
Capital stock, preferred:		
Boston & Maine	\$3,148,200.00	
Eastern	1,500.00	
Eastern scrip	143.80	
	<u>3,149,843.80</u>	
Total capital stock		\$16,297,743.80
Funded debt		17,240,494.36
Current liabilities:		
Charlestown land mortgage notes	\$594,800.00	
Notes payable	4,049,000.00	
Audited vouchers and accounts	843,848.18	
Wages and salaries	296,838.47	
Net traffic balances due to other companies	199,228.21	
Dividends not called for	32,746.25	
Matured interest coupons unpaid (including coupons due July 1)	139,909.12	
Rentals due July 1	45,250.00	
Total current liabilities		6,201,620.23
Accrued liabilities:		
Accrued rentals not yet due	\$149,323.61	
Accrued interest not yet due	279,583.77	
Accrued taxes not yet due	316,281.26	

Sundry lease accounts	\$349,991.53	
Suspense accounts	1,039,030.77	
	<hr/>	
Total accrued liabilities		\$2,134,210.94
Profit and loss balance	\$1,837,504.89	
Sinking fund for redemption of Boston & Maine R. R. bonds	281,786.72	
Sinking fund for redemption of Eastern R. R. bonds	1,280.90	
	<hr/>	
		2,120,572.51
Total		<hr/>
		\$43,994,641.84
<hr/>		
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE-SHEET.		
Bonds guaranteed by this company or a lien on its road, viz.:		\$300,000.00
Bonds of Portland Union Ry. Station Co. to the amount of \$300,000.00, principal and interest guaranteed by the Boston & Maine and Maine Central Railroads.		
<hr/>		
CAPITAL STOCK.		
Capital stock authorized by charter, and additional legislation	\$21,297,743.80	
Capital stock authorized by votes of company	20,954,143.80	
Capital stock issued (number of shares, common, 131,164); amount paid in		\$13,116,400.00
Capital stock issued (number of shares, preferred, 31,482); amount paid in		3,148,200.00
Boston & Maine scrip convertible into stocks at par		15,597.76
Total amount paid in on Eastern and Portland, Great Falls & Conway stocks, to be exchanged for Boston & Maine stock		17,546.04
		<hr/>
Total amount paid in as per books of the company		\$16,297,743.80
Total number of stockholders	4,989	
Number of stockholders in New Hampshire	3,212	
Amount of stock held in New Hampshire	\$11,923,400.00	
<hr/>		
FUNDED DEBT.		
Funded debt, as follows:		
Bonds due January 1, 1893; rate of interest, 7 per cent		\$1,500,000.00

Interest paid on same during the year	\$105,052.50	
Bonds due January 1, 1894; rate of interest, 7 per cent		\$2,000,000.00
Interest paid on same during the year	\$141,452.50	
Improvement bonds due February 2, 1905; rate of interest, 4 per cent		1,000,000.00
Interest paid on same during the year	\$44,000.00	
Improvement bonds due February 1, 1907; rate of interest, 4 per cent		500,000.00
Interest paid on same during the year	\$20,000.00	
Improvement bonds due February 1, 1937; rate of interest, 4 per cent		1,919,000.00
Interest paid on same during the year	\$76,380.00	
Eastern R. R. United States gold certificates of indebtedness, due September 1, 1906; rate of interest, 6 per cent		7,309,000.21
Interest paid on same during the year	\$443,480.00	
Eastern R. R. £355,100 sterling certificates of indebtedness, due September 1, 1906; rate of interest, 6 per cent		1,728,094.15
Interest paid on same during the year	\$104,313.42	
Portsmouth, Great Falls & Conway R. R. bonds due June 1, 1937; rate of interest, 4½ per cent		998,000.00
Interest paid on same during the year	\$46,192.50	
Portsmouth, Great Falls & Conway R. R. bonds due December 1, 1892; rate of interest, 4½ per cent		2,000.00
Essex R. R. bonds due September 15, 1891; rate of interest, 4½ per cent		192,600.00
Interest paid on same during the year	\$8,547.75	
Essex R. R. bonds due September 15, 1876; rate of interest, 4½ per cent		1,800.00
Total amount of funded debt		\$17,240,494.36
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic:		
Number of passengers carried earning revenue	31,174,544	

Number of passengers carried one mile	413,313,594	
Average of distance carried	13.258	
Total passenger revenue		\$7,513,744.98
Average amount received from each passenger . . . . .		.24102
Average receipts per passenger per mile . . . . .		.01818
Passenger earnings per mile of road		6,753.62
Passenger earnings per train mile		1.31905
Freight traffic:		
Number of tons carried of freight earning revenue	6,982,022	
Number of tons carried one mile	430,749,052	
Average distance haul of one ton . . . . .	.61694	
Total freight revenue		7,174,348.22
Average amount received for each ton of freight		1.02755
Average receipts per ton per mile . . . . .		.01666
Freight earnings per mile of road		5,937.71
Freight earnings per train mile		1.68091
Train mileage:		
Miles run by passenger trains		6,195,414
Miles run by freight trains		4,274,354
Total mileage trains earning revenue		10,469,768
Miles run by switching trains		1,986,199
Miles run by construction and other trains		397,117
Total train mileage		12,853,084
Average number of persons employed	10,802	
RATES OF FARE.		
Average rate of fare per mile received for local tickets		1.813 cents.
Average rate of fare per mile received for commutation tickets, within suburban circuit		1 to 2 "
Average rate of fare per mile received for commutation tickets, outside suburban circuit		2 to 2½ "
Average rate of fare per mile received for mileage tickets		2 "
Average rate of fare per mile received for season tickets		0.739 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies		1.843 "

RATES OF FREIGHT.

Average rate per ton per mile received from freight way-billed local	2.616 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	1.123 "

DESCRIPTION OF ROAD OWNED.

Main line of road from Boston to Portland, Western division	115.50 miles.	
Main line of road from Boston to New Hampshire state line, Eastern division	41.45 "	
Main line of road from Conway Junction to North Conway, Northern division	72.86 "	
		229.81 miles.
Main line of road in New Hampshire		104.69 "
Main line of road in Massachusetts		72.80 "
Main line of road in Maine		46.92 "
Double track on main line		109.02 "
Same in New Hampshire		19.16 "
Branches owned by company, viz.:		
Medford (single track)		2.00 "
Methuen (single track, 2.75; double track, 1)		3.75 "
Great Falls (single track)		2.75 "
East Boston (single track, 1.91; double track, 1.56)		3.47 "
Charlestown (double track)		1.09 "
Saugus (single track, 5.83; double track, 3.72)		9.55 "
Swampscott (single track)		3.96 "
Marblehead (single track)		3.52 "
Lawrence (single track, 18.25; double track, 1.64)		19.89 "
South Reading (single track)		6.12 "
Gloucester (single track)		16.94 "
Essex (single track)		6.00 "
Asbury Grove (single track)		1.06 "
Salisbury (single track)		3.79 "
Total length of branches owned by company		85.89 "
Total length of branches owned by company in New Hampshire		2.75 "
Total length of branches owned by company in Massachusetts		83.14 "
Double track on branches		9.01 "
Total road belonging to this company		315.70 "
Sidings and other tracks not before enumerated		194.93 "
Same in New Hampshire		29.94 "
Total length of track owned, computed as single track		628.66 "

Same in New Hampshire	156.54 miles.
Total length of tracks laid with steel rails	546.23 "
[Weights per yard, 60 to 72 lbs.]	
<i>Roads and Branches belonging to other Companies, operated by this company under lease or contract, the operations of which are included in this return.</i>	
Worcester, Nashua & Rochester R. R.	94.48 miles.
Eastern R. R. in New Hampshire	16.08 "
Portland, Saco & Portsmouth R. R.	50.76 "
Wolfeborough R. R.	12.08 "
Chelsea Beach R. R.	3.34 "
Newburyport City R. R.	1.97 "
Portsmouth & Dover R. R.	10.88 "
Danvers R. R.	9.26 "
Newburyport R. R.	26.98 "
Lowell & Andover R. R.	8.73 "
West Amesbury Branch R. R.	4.45 "
Dover & Winnepesaukee R. R.	29.00 "
Manchester & Lawrence R. R.	22.39 "
Kennebunk & Kennebunkport R. R.	4.50 "
Boston & Lowell R. R. and branches	98.09 "
Nashua & Lowell R. R.	14.50 "
Stony Brook R. R.	13.16 "
Wilton R. R.	15.50 "
Peterborough R. R.	10.50 "
Manchester & Keene R. R. (operated for joint account with Concord & Claremont R. R.)	29.59 "
Central Massachusetts R. R.	98.77 "
Connecticut & Passumpsic Rivers R. R.	110.30 "
Massawippi Valley R. R.	36.75 "
Northern and Concord & Claremont roads	172.32 "
Total length of above roads	894.33 miles.
Total length of above roads in New Hampshire	380.88 "
Roads in other States:	
Worcester, Nashua & Rochester R. R., in Mass.	39.46 "
Chelsea Beach R. R., "	3.34 "
Newburyport City R. R., "	1.97 "
Newburyport R. R., "	26.98 "
Danvers R. R., "	9.26 "
Lowell & Andover R. R., "	8.73 "
West Amesbury Branch R. R., "	2.13 "
Boston & Lowell R. R. and branches, "	98.09 "
Nashua & Lowell R. R., "	9.25 "
Stony Brook R. R., "	13.16 "
Central Massachusetts R. R., "	98.77 "
Total length of above roads in Massachusetts	311.14 miles.

Portland, Saco & Portsmouth R. R., in Maine	50.76 miles.
Kennebunk & Kennebunkport R. R., "	4.50 "
Total length of above roads in Maine	55.26 miles.
Connecticut & Passumpsic Rivers R. R., in Vermont	110.30 "
Massawippi Valley R. R., in Canada	36.75 "
Total	513.45 miles.
Total miles of road operated by this company	1,210.03 miles.
Total miles of road operated by this company in New Hampshire	488.32 "
Number of stations in New Hampshire, on all roads operated by this company	159.00 "
Number of telegraph offices in same	102.00 "
Number of stations on all roads owned by this company	156.00 "
Same in New Hampshire	34.00 "

DESCRIPTION OF EQUIPMENT.

	Number owned.	Number leased.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving-wheel brake.
Passenger locomotives	126	94	220				
Freight "	80	76	156				
Other "	54	42	96				
Total	260	212	472	58	34	268	46
Passenger cars	378	189	567	28½	22	567	
Combination cars	50	69	119			119	
Baggage, mail, and express cars	87	43	130			130	
Parlor cars	12	13	25			25	
Dining cars							
Sleeping cars		2	2			2	
Directors and pay cars	2	1	3			3	
Total	529	317*	846			846	

* This equipment includes 10 passenger cars, 2 parlor, 2 sleeping, and 4 baggage cars; of which 70 per cent is owned by leased roads, and 30 per cent by the Canadian Pacific Railway.

	Number owned.	Number leased.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving wheel brake.
Box freight cars (basis of 8 wheels).	2,038	1,589½	3,627½	9½*	4½†	.....	.....
Stock freight cars	23	24	47	.....	.....	.....	.....
Coal freight cars	755½	718½	1,474	.....	.....	.....	.....
Flat freight cars	1,724	1,470½	3,194½	7½*	3½†	.....	.....
Other freight cars	18	21	39	.....	.....	.....	.....
Total	4,558½	3,823½	8,382	.....	.....	.....	.....
Gravel cars in company's service	7	98	105	.....	.....	.....	.....
Derrick cars	18	11	29	.....	.....	.....	.....
Caboose cars	69	62	131	.....	.....	.....	.....
Other road cars	24	24	48	.....	.....	.....	.....
Total	118	195	313	.....	.....	.....	.....
Ice cutters	5	1	6	.....	.....	.....	.....
Steam shovels on cars	9	.....	9	.....	.....	.....	.....
Pile drivers on cars	2	.....	2	.....	.....	.....	.....
Snow plows on wheels	34	16	50	.....	.....	.....	.....

* Eight wheels. † Four wheels.

Number of cars in passenger equipment with 8 wheels fitted with brakes for all wheels, 793.

Number of cars in passenger equipment with 12 wheels fitted with brakes for all wheels, none.

Eight and twelve wheel cars are fitted with brakes for outside pair of wheels.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers	1	1	1	1	8	33
Employees	8	5	8	5	36	159
Others	11	5	11	5	55	62
Total	20	11	20	11	99	254

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 16, 1890. — At Mast Yard, Harry L. Howe, freight brakeman, struck his head against overhead bridge receiving fatal injuries.

July 29. — At Wolfeborough Junction, George Jones, brakeman, while shifting, caught his foot in a frog and falling under the cars was instantly killed.

July 31. — At Sandown, C. H. Knight, attempting to drive across the track was struck by train and badly injured about the head and left leg.

August 8. — At Nashua Junction, Bert Roby, brakeman, fell from top of car fracturing his skull.

August 14. — At Concord, Peter J. Welch, brakeman, while intoxicated, either fell or lay down on the rails and was run over and instantly killed.

August 17. — At East Kingston, Clarence Ellis, brakeman, fell from train and was instantly killed.

August 28. — At Dover, Edward Thompson, express agent, while crossing track at Dover station, was struck by engine and fatally injured.

September 4. — At Nashua, Miss Asinath Clark, while crossing the track at Spruce street, was struck by engine and instantly killed.

September 15. — At West Lebanon, George H. Geary, brakeman, fell from train, receiving fatal injuries.

October 15. — At Salmon Falls, James Howat, sectionman, standing beside track was struck by engine and instantly killed.

October 11. — At Nashua, A. Robinson, brakeman, while coupling cars, fell and was run over and fatally injured.

November 16. — At Dover, body of unknown man was found on track, probably had been run over by train.

November 16. — At Greenland, Cornelius F. Lyon, trespasser, stealing a ride, fell from train and was instantly killed.

December 16. — At Rochester, Frank, Harry, and Forrest Dodge, driving across the track, were struck by train, Frank receiving fatal injuries, and the other two only slightly hurt.

December 31. — At Portsmouth, Fred Swain, trespasser, while lying on track intoxicated, was run over and fatally injured.

January 16, 1891. — At Great Falls, Virginia Valliere, trespasser, while walking on track was struck by engine, receiving bad scalp wounds and having her leg broken.

February 4. — At Nashua, C. Marion, while driving across the track was struck by engine, receiving injuries about the head and

body. Ebenezer Bancroft, who was riding on front of engine was internally injured.

February 5. — At Mast Yard, Charles A. Walker, fireman, fell under train and had his hand cut off.

February 7. — At Franklin, Charles M. Staples, brakeman, while coupling cars had his left hand crushed.

February 28. — At Portsmouth, Thomas P. Watkins, switchman, while coupling cars had his arm crushed.

March 20. — At Portsmouth, George S. Hanscom, car inspector, stepped in front of train, was struck and fatally injured.

May 1. — At Seabrook, Cyrus Walton, passenger, jumped from moving train and falling, had one foot badly crushed.

May 3. — At Messers, Sylvester E. Cleveland, while driving across the track was struck by engine and instantly killed.

May 12. — At Nashua, L. N. Young, freight conductor, while standing on brake-beam, was crushed between the two sections of the train which collided with it.

May 12. — At Dover, John Burns, trespasser, stealing a ride, fell from train and was instantly killed.

June 9. — At Nashua, Maurice Nelligan, trespasser, walking on track was struck by engine, dislocating his shoulder and receiving other slight injuries.

June 10. — At Foundry, Hyacinth Morin, passenger, jumped from moving train and was fatally injured.

June 24. — At Franklin, William Kelly, trespasser, was found dead on the track, probably run over by passing train.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on Miles of Road owned.*

Number of crossings on highways at grade . . .	101
“ “ “ over railroad . . .	11
“ “ “ under railroad . . .	5
Number of highway bridges 18 feet above track . . .	2
Number of highway bridges less than 18 feet above track . . .	9
Height of lowest bridge above the rails . . .	14 ft. 11 in.
Number of crossings at which gates or flagmen are maintained . . .	22
Number of crossings at which there are neither signals nor flagman . . .	89

Number of railroad crossings at grade	2
Newmarket Junction, Western division, and Concord & Portsmouth R. R.	
Rochester, Northern division, and Portland & Rochester R. R.	
Number of railroad crossings over other railroads .	1
Salmon Falls, Western division over Northern division.	
Number of railroad crossings under other railroads .	1
Salmon Falls, Northern division under Western division.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.	To replace.	Description.	Length of spans and number of tracks.
Nashua canal bridge.	How truss	Iron deck girder.	2 spans 56 ft. each, 2 tracks.
Andover Plains	Braced stringer	Pile trestle.....	2 spans 25 ft. over all, 1 track.
Potter Place.....	Lattice	Lattice	80 ft., 1 track.
Hillsborough.....	Stringer	Stringer	14 ft. 6 in., 1 track.
Antrim.....	Stringer	Stringer	13 ft., 1 track.
Peterborough	Pile trestle.....	Pile trestle.....	297 ft. over all.

Bridges on roads operated in New Hampshire.

Total length of pile and trestle bridging	10,421 feet.
Bridges abolished during the year	2
Portsmouth bridge, 100 feet, south end filled and abutment built.	
Hillsborough Mills trestle, 248 feet, entirely filled and retaining wall alongside built.	
Bridges extensively repaired during the year:	
Harvey Brook, Manchester & Lawrence R. R., new ties.	
Contoocook River, Manchester & Keene R. R., strengthened by adding new rocks.	
Northville Lower Canal, Concord & Claremont R. R., east abutment rebuilt.	
Bennington, Peterborough & Hillsborough R. R., reshingled.	

Total amount expended for repairs and renewals of bridges	\$255,063.42
Number of new ties laid in New Hampshire:	
Eastern division, main line	2,873 ties.
Western division, main line	24,582 "
Northern division, Passumpsic, Great Falls & Conway R. R.	26,736 "
Worcester, Nashua & Rochester R. R.	33,597 "
Nashua & Lowell R. R.	15,065 "
Northern R. R.	64,130 "
Great Falls Branch	626 "
Manchester & Lawrence R. R.	9,769 "
Dover & Winnepesaukee R. R.	9,723 "
Portsmouth & Dover R. R.	1,079 "
Wolfeborough R. R.	5,643 "
Wilton R. R.	6,757 "
Peterborough R. R.	3,747 "
Manchester & Keene R. R.	8,786 "
Peterborough & Hillsborough R. R.	6,686 "
Concord & Claremont R. R.	16,395 "
Total	236,194 ties.
Tons of steel rails laid in New Hampshire	6,540 1828
Miles of iron track replaced by steel in New Hampshire:	
Western division, main line . . . . .	.86 miles.
Northern division, Passumpsic, Great Falls & Conway R. R.	10.63 "
Worcester, Nashua & Rochester R. R.	1.99 "
Nashua & Lowell R. R. . . . .	.21 "
Northern R. R.	1.96 "
Manchester & Lawrence R. R.	1.00 "
Dover & Winnepesaukee R. R.	6.07 "
Portsmouth & Dover R. R.	1.19 "
Wolfeborough R. R. . . . .	.36 "
Wilton R. R. . . . .	.36 "
Peterborough R. R. . . . .	.05 "
Manchester & Keene R. R.	6.63 "
Concord & Claremont R. R.	14.44 "
Total	45.75 miles.
Side tracks laid in New Hampshire	61,150 feet.

BUILDINGS.

West Lebanon coal shed, 420 x 52 feet, built of wood with trestle approach.

Lake Sunapee station, 50 x 25 feet, built of wood, 300 feet of covered platforms, etc.
 Lake Sunapee steamboat landing, 4,500 square feet wharf area, connected with station by suitable walks, etc.
 Wolfeborough Junction coal shed, 300 x 40 feet, built of wood with trestle approach.
 Newington station and agent's dwelling, built of wood, two stories with L, main building 22 x 34 feet, with platform.
 Weirs steamboat landing, 210 x 30 feet, with cross wharf at head of pier, 100 x 30 feet.
 Chesham station remodeled.
 Exeter station, built of stone and brick, with suitable walks, to replace wooden station burned April 17, 1890.

NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H.; James T. Furber, *Vice-President and General Manager*, Great Falls, N. H.; Richard Olney, *General Counsel*, Boston, Mass.; William J. Hobbs, *General Auditor*, Malden, Mass.; William Merritt, Western division, Boston, Mass.; Winslow T. Perkins, Eastern division, Dover, N. H.; John W. Sanborn, Northern division, Wolfeborough Junction, N. H.; George W. Hurlburt, Worcester, Nashua & Portland division, Worcester, Mass.; D. W. Sanborn, Southern division, Somerville, Mass.; H. E. Folsom, Passumpsic division, Lyndonville, Vt.; George E. Todd, Concord division, Concord, N. H.,—*Superintendents*; D. J. Flanders, *General Passenger and Ticket Agent*, Malden, Mass.; W. F. Berry, *General Freight Agent*, Winchester, Mass.; Amos Blanchard, *Treasurer*, Andover, Mass.; Herbert E. Fisher, *Assistant Treasurer*, Somerville, Mass.; Sigourney Butler, *Clerk of Corporation*, Quincy, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H.; Amos Paul, South Newmarket, N. H.; Joseph S. Ricker, Deering, Me.; Samuel C. Lawrence, Medford, Mass.; Richard Olney, Boston, Mass.; William T. Hart, Boston, Mass.; Asa P. Potter, Boston, Mass.; A. W. Sulloway, Franklin, N. H.; James T. Furber, Great Falls, N. H.; David P. Kimball, Boston, Mass.; Charles A. Sinclair, Portsmouth, N. H.; John W. Sanborn, Wolfeborough Junction, N. H.; Arthur Sewall, Bath, Me.

PROPER ADDRESS OF THE COMPANY.

BOSTON & MAINE RAILROAD,

BOSTON, MASS.

FRANK JONES,

President.

JAS. T. FURBER,

Vice-President.

A. BLANCHARD,

Treasurer.

WM. J. HOBBS,

General Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, September 16, 1891. Then personally appeared Frank Jones, James T. Furber, Amos Blanchard, and William J. Hobbs, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

C. E. A. BARTLETT,

Justice of the Peace.

REPORT

OF THE

EASTERN RAILROAD IN NEW HAMPSHIRE

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$22,500.00
Dividends on stock owned	13.50
8 shares Eastern R. R. in New Hampshire.	
Miscellaneous income, less expenses	100.00
Total income	\$22,613.50
Salaries and maintenance of organization	450.61
Net income	\$22,162.89
Dividends declared, 4½ per cent	22,162.50
Surplus for year ending June 30, 1891 . . . . .	.39
CAPITAL STOCK.	
Capital stock authorized by charter	\$750,000.00
Capital stock authorized by votes of company	738,750.00
Capital stock issued (number of shares, 7,387½)	
Total number of stockholders	376
Number of stockholders in New Hampshire	203
Amount of stock held in New Hampshire	\$466,500.00

NAMES AND RESIDENCES OF OFFICERS.

Moody Currier, *President*, Manchester, N. H.; Edward A. Abbot, *Treasurer*, Concord, N. H.; W. H. Hackett, *Clerk of Corporation*, Portsmouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Moody Currier, Manchester, N. H.; Dexter Richards, Newport, N. H.; Edward L. Giddings, Beverly, Mass.; Edward A. Abbot, Concord, N. H.; W. H. Goodwin, Boston, Mass.; Frank A. Philbrick, Rye, N. H.; Samuel C. Eastman, Concord, N. H.

PROPER ADDRESS OF THE COMPANY.

EASTERN RAILROAD IN NEW HAMPSHIRE,
52 OLIVER STREET, BOSTON, MASS.

MOODY CURRIER,
President.
EDWARD A. ABBOT,
Treasurer.

REPORT

OF THE

PORTSMOUTH & DOVER RAILROAD*

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$46,140.00
Miscellaneous income, less expense, interest	200.04
Net income	\$46,340.04
Dividends declared, 6 per cent	46,140.00
Total profit and loss account, 1890	3,268.87
Interest	200.04
Balance profit and loss account June 30, 1891	\$3,468.91
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$768,400.00
Cash	\$3,642.91
Bills receivable	600.00
Total cash and current assets	4,242.91
Total	\$772,642.91
Capital stock	\$769,000.00
Total capital stock	\$769,000.00

* The Portsmouth & Dover Railroad is leased to the Eastern Railroad in New Hampshire, and guaranteed by the Eastern Railroad Company of Massachusetts, and the lease assumed by the Boston & Maine Railroad at 6 per cent on \$769,000.00 per annum.

Current liabilities:	
Dividends not called for	\$174.00
Total current liabilities	\$174.00
Profit and loss balance	3,468.91
Total	\$772,642.91
CAPITAL STOCK.	
Capital stock authorized by charter	\$769,000.00
Capital stock authorized by vote of company	769,000.00
Capital stock issued (number of shares, 7,690); amount paid in	\$769,000.00
Total amount paid in as per books of the company	\$769,000.00
Total number of stockholders	154
Number of stockholders in New Hampshire	136
Amount of stock held in New Hampshire	\$741,600.00
DESCRIPTION OF ROAD OWNED.	
Main line of road	10.88 miles.
Main line of road in New Hampshire	10.88 "
Total road belonging to this company	10.88 "
Sidings and other tracks not before enumerated	1.85 "
Same in New Hampshire	1.85 "
Total length of track owned, computed as single track	12.73 "
Same in New Hampshire	12.73 "
Total length of tracks laid with steel rails	5.12 "
[Weights per yard, 58 and 60 lbs.]	
GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in New Hampshire on Miles of Road owned.</i>	
Number of crossings on highways at grade	10
Number of crossings on highways over railroad	1
Number of highway bridges less than 18 feet above track	1
Number of crossings at which gates or flagmen are maintained	4

NAMES AND RESIDENCES OF OFFICERS.

Frank Jones, *President*, Portsmouth, N. H.; George L. Treadwell, *Treasurer*, Portsmouth, N. H.; Calvin Page, *Clerk of Corporation*, Portsmouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frank Jones, Portsmouth, N. H.; Daniel Marcy, Portsmouth, N. H.; Joseph A. Walker, Portsmouth, N. H.; Edmund S. Fay, Portsmouth, N. H.; Frank A. Christie, Dover, N. H.; William D. Sawyer, Dover, N. H.; Henry R. Parker, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

PORTSMOUTH & DOVER RAILROAD,
PORTSMOUTH, N. H.

FRANK JONES,
President.
GEO. L. TREADWELL,
Treasurer.

STATE OF NEW HAMPSHIRE.

ROCKINGHAM ss. November 19, 1891. Then personally appeared Frank Jones and George L. Treadwell, above named, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

CALVIN PAGE,
Justice of the Peace.

REPORT

OF THE

WEST AMESBURY BRANCH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$5,700.00
Total income	\$5,700.00
Salaries and maintenance of organiza- tion	\$50.90
Interest on funded debt accrued	3,990.00
Taxes	437.79
Total deductions	4,478.69
Net income	\$1,221.31
Dividends declared, 2½ per cent	1,282.50
Deficit for year ending June 30, 1891	\$61.19
Balance profit and loss account June 30, 1890, sur- plus	631.93
Balance profit and loss account June 30, 1891, surplus	\$570.74
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$114,000.00
Total permanent investments	\$114,000.00
Cash	620.24
Total	\$114,620.24

Capital stock:		
Common	\$57,000.00	
Total capital stock		\$57,000.00
Funded debt		57,000.00
Current liabilities:		
Dividends not called for	\$49.50	
Total current liabilities		49.50
Profit and loss balance		570.74
Total		\$114,620.24
CAPITAL STOCK.		
Capital stock authorized by charter	\$150,000.00	
Capital stock authorized by votes of company	114,000.00	
Capital stock issued (number of shares, 570); amount paid in		\$57,000.00
Total amount paid in as per books of the company		\$57,000.00
Total number of stockholders	26	
Total number of stockholders in New Hampshire	4	
Amount of stock held in New Hampshire	\$15,800.00	
FUNDED DEBT.		
Funded debt, as follows:		
Bonds due July 1, 1893; rate of interest, 7 per cent		\$57,000.00
Interest paid on same during the year	\$3,990.00	
Total amount of funded debt		\$57,000.00
DESCRIPTION OF ROAD OWNED.		
Main line of road from Merrimack to Newton, N. H.		4.45 miles.
" " in New Hampshire		2.32 "
" " in Massachusetts		2.13 "
Sidings and other tracks not before enumerated . . . . .		.49 "
Same in New Hampshire . . . . .		.38 "

Total length of track owned, computed as single track	4.94 miles.
Same in New Hampshire	2.70 "
<i>Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this Return.</i>	
Number of stations on all roads owned by this company	2
Same in New Hampshire	1

NAMES AND RESIDENCES OF OFFICERS.

William H. Haskell, *President*; Daniel J. Poore, *Treasurer*;
Daniel J. Poore, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

William H. Haskell, Merrimac, Mass.; Benjamin F. Sargent, Merrimac, Mass.; Albert Sargent (deceased), Merrimac, Mass.; John B. Judkins, Merrimac, Mass.; E. R. Brown, Dover, N. H.

PROPER ADDRESS OF THE COMPANY.

WEST AMESBURY BRANCH RAILROAD COMPANY,
MERRIMAC, MASS.

WM. H. HASKELL,
President.

DANIEL J. POORE,
Treasurer.

DANIEL J. POORE,
Clerk of Corporation.

COMMONWEALTH OF MASSACHUSETTS.

ESSEX ss. September 1, 1891. Then personally appeared William H. Haskell and Daniel J. Poore, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

OTIS E. LITTLE,
Notary Public.

REPORT

OF THE

WORCESTER, NASHUA & ROCHESTER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$250,000.00
Total income	\$250,000.00
Salaries and maintenance of organiza- tion	\$1,585.63
Interest on funded debt accrued	69,226.67
Interest and discount on interest bear- ing current liabilities	18,553.26
Other items chargeable to income	2,061.25
Total deductions	91,426.81
Net income	\$158,573.19
Dividends declared, 6 per cent on 30,644 shares of stock	183,864.00
Deficit for year ending June 30, 1891	\$25,290.81
Balance profit and loss account June 30, 1890	279,844.44
Total profit and loss account	\$305,135.25
Paid on account of old claims	733.88
Balance profit and loss account June 30, 1891	\$305,869.13
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$4,138,584.99
Cost of equipment	415,336.03
Total permanent investments	\$4,553,921.02

Cash	\$5,546.02	
Due from solvent companies and other individuals	111.33	
Worcester, Nashua & Rochester R. R. stock	35,800.00	
Total cash and current assets		\$40,957.35
Profit and loss balance		305,869.13
Total		\$4,900,747.50
Capital stock :		
Common	\$3,099,800.00	
Total capital stock		\$3,099,800.00
Funded debt		1,429,000.00
Current liabilities :		
Loans and bills payable	\$352,000.00	
Matured interest coupons unpaid (including coupons due July 1)	1,750.00	
Total current liabilities		353,750.00
Accrued liabilities :		
Accrued taxes not yet due	\$18,197.50	
Total accrued liabilities		18,197.50
Total		\$4,900,747.50
CAPITAL STOCK.		
Capital stock authorized by charter	\$3,600,000.00	
Capital stock authorized by votes of company	3,099,800.00	
Capital stock issued (number of shares, 30,998); amount paid in		\$3,099,800.00
Total amount paid in as per books of the company		\$3,099,800.00
Total number of stockholders	820	
Number of stockholders in New Hampshire	193	
Amount of stock held in New Hampshire	\$1,068,700.00	
FUNDED DEBT.		
Funded debt, as follows :		
Mortgage bonds due April 1, 1893; rate of interest, 5 per cent		\$250,000.00

Interest paid on same during the year	\$12,475.00	
Mortgage bonds due April 1, 1894; rate of interest, 5 per cent		\$564,000.00
Interest paid on same during the year	\$26,962.50	
Mortgage bonds due February 1, 1895; rate of interest, 5 per cent		385,000.00
Interest paid on same during the year	\$19,550.00	
Mortgage bonds due January 1, 1906; rate of interest 4 per cent		150,000.00
Interest paid on same during the year	\$6,000.00	
Mortgage bonds due January 1, 1930; rate of interest, 4 per cent		80,000.00
Interest paid on same during the year	\$3,200.00	
Total amount of funded debt		\$1,429,000.00

DESCRIPTION OF ROAD OWNED.

Main line of road from Worcester, Mass., to Rochester, N. H.	94.48 miles.
Main line of road in New Hampshire	52.02 "
Main line of road in Massachusetts	39.46 "
Double track on main line	18.13 "
Total road belonging to this company	94.48 "
Sidings and other tracks not before enumerated	31.54 "
Same in New Hampshire	14.69 "
Total length of track owned, computed as single track	144.15 "
Same in New Hampshire	69.71 "
Total length of tracks laid with steel rails	89.00 "
[Weights per yard, 58 to 60 lbs.]	

DESCRIPTION OF EQUIPMENT.

Rolling stock is leased to the Boston & Maine Railroad and will be embraced in the report of said railroad.

GENERAL INFORMATION.

Highway and Railroad Crossings in New Hampshire on Miles of Road owned.

Number of crossings on highways at grade	98
Number of crossings on highways over railroad	3

Number of crossings on highways under railroad .	2
Number of highway bridges 18 feet above track .	3
Number of highway bridges less than 18 feet above track .	2
Number of crossings at which gates or flagmen are maintained .	7
Number of crossings at which there are neither signals nor flagmen .	91
Number of railroad crossings at grade .	4
Nashua & Lowell in Nashua.	
Nashua & Acton in Nashua.	
Manchester & Lawrence in Windham.	
Portsmouth & Concord in Epping.	

NAMES AND RESIDENCES OF OFFICERS.

James P. Cook, *President*, Salem, Mass.; Frank P. Goulding, *General Counsel*, Worcester, Mass.; Elijah B. Stoddard, *Auditor*, Worcester, Mass.; T. W. Hammond, *Treasurer*, Worcester, Mass.; T. W. Hammond, *Clerk of Corporation*, Worcester, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

James P. Cook, Salem, Mass.; Charles A. Sinclair, Portsmouth, N. H.; Frank Jones, Portsmouth, N. H.; George C. Lord, Newton, Mass.; George W. Armstrong, Brookline, Mass.; Elijah B. Stoddard, Worcester, Mass.; John A. Spalding, Nashua, N. H.; Charles Holman, Nashua, N. H.

PROPER ADDRESS OF THE COMPANY.

WORCESTER, NASHUA & ROCHESTER RAILROAD
COMPANY;

WORCESTER, MASS.

J. P. COOK,
President.

T. W. HAMMOND,
Treasurer.

E. B. STODDARD,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

WORCESTER ss. August 19, 1891. Then personally appeared T. W. Hammond and E. B. Stoddard, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. STEWART BROWN,
Justice of the Peace.

SUFFOLK ss. August 26, 1891. Then personally appeared James P. Cook, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HENRY T. GOOLD,
Justice of the Peace.

REPORT

OF THE

NORTHERN RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.		
Income from lease of road		\$158,420.00
Interest on bonds owned and other interest		22,306.93
Miscellaneous income		89.33
Total income		\$180,816.26
Salaries and maintenance of organization, etc.	\$5,670.30	
Total deductions		5,670.30
Net income		\$175,145.96
Dividends declared, 6 per cent		179,838.00
Deficit for year ending June 30, 1891		\$4,692.04
Balance profit and loss account June 30, 1890, surplus		363,502.86
Total profit and loss account, surplus		\$358,810.82
Gain in sale Mt. Washington R. R. stock	\$1,520.00	
Superintendents' accounts transferred	10,765.54	
		12,285.54
Balance profit and loss account June 30, 1891		\$371,096.36

EARNINGS FROM OPERATION.

Leased to Boston & Maine Railroad, — earnings embraced in their report.

GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road and equipment	\$3,068,400.00
Stock of Northern R. R., 711 shares	37,708.34
Cash	65,117.36
Bills receivable including bonds and stock	323,636.92
Total	\$3,494,862.62
Total capital stock	\$3,068,400.00
Current liabilities :	
Dividends not called for, including dividends due July 1, 1891	\$55,333.26
Matured interest coupons unpaid (including coupons due July 1)	33.00
Total current liabilities	55,366.26
Profit and loss balance	371,096.36
Total	\$3,494,862.62
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.	
Bonds guaranteed by this company or a lien on its road, viz : Bonds of Concord & Claremont R. R.	
CAPITAL STOCK.	
Capital stock authorized by vote of company	\$3,068,400.00
Capital stock issued (number of shares 30,684) Total amount paid in as per books of the com- pany	\$3,068,400.00
Total number of stockholders	1,944
Number of stockholders in New Hampshire	801
Amount of stock held in New Hamp- shire	\$851,100.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*; George A. Kettell, *Treasurer*; Wil-
liam Foster, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; J. H. Benton, Jr., Boston, Mass.; George E. Todd, Concord, N. H.; Silas Pierce, Boston, Mass.; Benjamin P. Cheney, Boston, Mass.; Uriel H. Crocker, Boston, Mass.; Dexter Richards, Newport, N. H.

PROPER ADDRESS OF THE COMPANY.

NORTHERN RAILROAD,
CONCORD, N. H.

A. W. SULLOWAY,
President.
GEO. A. KETTELL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. August 31, 1891. Then personally appeared George A. Kettell, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

SUFFOLK ss. September 4, 1891. Then personally appeared Alvah W. Sulloway, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

REPORT

OF THE

CONCORD & CLAREMONT (N. H.) RAIL- ROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road (interest on funded debt)	\$35,000.00

EARNINGS FROM OPERATION.

In Boston & Maine Railroad report.

GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road and equipment	\$1,131,206.38
Cash	10,797.50
Income	35,439.34
Total	<u>\$1,177,443.22</u>
Capital stock :	
Common	<u>\$412,400.00</u>
Total capital stock	\$412,400.00
Funded debt	500,000.00
Current liabilities :	
Northern R. R.	\$254,245.72
Matured interest coupons unpaid (including coupons due July 1)	<u>10,797.50</u>
Total current liabilities	265,043.22
Total	<u>\$1,177,443.22</u>

CAPITAL STOCK.	
Capital stock issued (number of shares, 4,124)	
amount paid in	\$412,400.00
Total number of stockholders 11	
Number of stockholders in New Hampshire . . 11	
Amount of stock held in New Hampshire	\$412,400.00
FUNDED DEBT.	
Funded debt, as follows:	
Bonds due January 1, 1894; rate of interest, 7 per cent	\$500,000.00
Interest paid on same during the year	\$35,000.00

NAMES AND RESIDENCES OF OFFICERS.

Alvah W. Sulloway, *President*; George A. Kettell, *Treasurer*;
Daniel Barnard, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Alvah W. Sulloway, Franklin, N. H.; Frank Jones, Portsmouth, N. H.; D. W. Johnson, Claremont, N. H.; George E. Todd, Concord, N. H.; William F. Thayer, Concord, N. H.; Charles O. Stearns, Boston, Mass.; Augustus E. Scott, Lexington, Mass.

PROPER ADDRESS OF THE COMPANY.

CONCORD & CLAREMONT (N. H.) RAILROAD,
CONCORD, N. H.

A. W. SULLOWAY,
President.
GEO. A. KETTELL,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. August 31, 1891. Then personally appeared George A. Kettell, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

SUFFOLK ss. September 4, 1891. Then personally appeared Alvah W. Sulloway, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

REPORT

OF THE

PETERBOROUGH & HILLSBOROUGH RAIL- ROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT.

Following is the trial balance taken from the books of the Peterborough & Hillsborough Railroad, as they have stood since April, 1889, with an explanatory note from George U. Crocker, treasurer of the corporation.

<i>Peterborough & Hillsborough R. R., Trial Balance, April 30, 1889.</i>			
Construction	.	.	\$209,298.44
Northern R. R.	.	.	925.00
Gratuity	.	.	\$8,626.02
First mortgage bonds	.	.	100,000.00
Second mortgage bonds	.	.	65,000.00
Stock	.	.	45,000.00
Interest	.	.	120,583.83
Coupons No. 5	.	.	3,217.50
" " 6	.	.	3,217.50
" " 7	.	.	3,217.50
" " 8	.	.	3,217.50
" " 9	.	.	3,217.50
" " 10	.	.	3,217.50
" " 11	.	.	3,217.50
" " 12	.	.	3,233.75
" " 13	.	.	3,250.00
" " 14	.	.	3,250.00
" " 15	.	.	3,250.00
" " 16	.	.	3,250.00

Coupons No. 17		\$3,250.00
“ “ 18		3,250.00
“ “ 19		3,250.00
“ “ 20		3,250.00
Coupons second mortgage bonds		40,600.00
Accrued interest first mortgage bonds		13,000.00
Accrued interest second mortgage bonds		6,825.00
Total	\$330,807.27	\$330,807.27

Boston, January 15, 1892.

H. M. PUTNEY, Esq.:

DEAR SIR, — Although I desire to comply with your request for a report as to the condition of the Peterborough & Hillsborough R. R. I am at a loss to know how to fill out your blank. The books of the Peterborough & Hillsborough R. R., which came into my hands on being elected treasurer thereof, contain no entries since April 30, 1889. No entries were made by the treasurer who preceded me. No money passes through my hands as such treasurer, and there is really nothing to report which would seem to be proper to include on the blanks furnished by you.

The first mortgage bonds of the company became due in April, 1887, as did the second mortgage bonds. All of these bonds are held by the Northern R. R., as is all of the stock. The stock is, however, leased to the Boston & Lowell R. R. for 99 years. The second mortgage bonds are also leased to the Boston & Lowell R. R., with the agreement that the claims arising thereunder shall not be enforced by the said Boston & Lowell R. R. The interest on the first mortgage bonds is not paid to the treasurer of the Peterborough & Hillsborough R. R., but that interest is paid to the Northern R. R., as a part of the rental reserved in the lease of the Northern to the Boston & Lowell. It would hardly be correct for me to return that the interest on the first mortgage bonds is not paid, and is an increased liability each year against the Peterborough & Hillsborough R. R., nor would it be correct for me to report that the interest on the same has been paid by me each year. I enclose a trial balance taken from the books of the Peterborough & Hillsborough R. R. as they stand, and as they have stood since April 30, 1889. Any further information or report which you think that I should make I shall be happy to send you.

Respectfully yours,

GEORGE U. CROCKER,

Treasurer Peterborough & Hillsborough R. R.

REPORT

OF THE

WILTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road to Boston & Maine R. R. for 99 years from October 1883	\$20,400.00
Total income	\$20,400.00
Net income	\$20,400.00
Dividends declared, 8½ per cent.	
Surplus for year ending June 30, 1890 . . \$983.72 9.38	
Balance profit and loss account June 30, 1891, surplus	\$993.10
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$242,600.00
Total permanent investment	\$242,600.00
Cash \$2,293.85	
Total cash and current assets	2,293.85
Total	\$244,893.85
Capital stock:	
Common \$240,000.00	
This amount never capitalized but paid out of first earnings of road. 2,600.00	
Total capital stock	\$242,600.00

Current liabilities :		
Dividends not called for	\$1,300.75	
Contingent fund	993.10	
Total current liabilities		\$2,293.85
Total		\$244,893.85
CAPITAL STOCK.		
Capital stock authorized by charter . .	\$250,000.00	
Capital stock authorized by votes of company	240,000.00	
Capital stock issued (number of shares, 2,400) . .		
Total amount paid in as per books of the company		\$240,000.00
Total number of stockholders	236	
Number of stockholders in New Hampshire . .	206	
Amount of stock held in New Hampshire	\$2,125.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Nashua, to Wilton, N. H. .		15.43 miles.

NAMES AND RESIDENCES OF OFFICERS.

Solomon Spalding, *President*, Nashua, N. H.; William E. Spalding, *Treasurer*, Nashua, N. H.; A. J. McKean, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George A. Ramsdell, Nashua, N. H.; Solomon Spalding, Nashua, N. H.; John A. Spalding, Nashua, N. H.; Harvey A. Whiting, Wilton, N. H.; George O. Whiting, Lexington, Mass.

PROPER ADDRESS OF THE COMPANY.

WILTON RAILROAD COMPANY,

OFFICE, NASHUA, N. H.

SOLOMON SPALDING,
President.
WM. E. SPALDING,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. NASHUA, N. H., January 6, 1892. Then personally appeared Solomon Spalding, president, and W. E. Spalding, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. A. FARLEY,
Justice of the Peace.

REPORT

OF THE

PETERBOROUGH RAILROAD COMPANY *

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$35,699.64
Miscellaneous income, less expense, interest on deposits	503.83
Total income	\$36,203.47
Salaries and maintenance of organization	\$172.09
Total deductions	172.09
Net income	\$36,031.38
Dividends declared, 10 per cent	38,500.00
Deficit for year ending June 30, 1891	\$2,468.62
Balance profit and loss account June 30, 1890	265,677.19
Balance profit and loss account June 30, 1891, surplus	\$263,208.47
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$592,494.00
Total permanent investments	\$592,494.00
Cash	\$10,583.27
Total cash and current assets	10,583.27
Debit balances	45,391.30
Total	\$648,468.57

* The Peterborough Railroad is operated by the Boston & Maine Railroad Company under lease. For items not contained in this report refer to report of operating road.

Capital stock :		
Common	\$385,000.00	
Total capital stock		\$385,000.00
Current liabilities :		
Dividends not called for	\$260.00	
Total current liabilities		260.00
Profit and loss balance		263,208.57
Total		\$648,468.57
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE-SHEET.		
Boston & Maine Railroad Company, on account		\$2,700.00
Total (not included in balance sheet)		\$2,700.00
CAPITAL STOCK.		
Capital stock authorized by charter	\$600,000.00	
Capital stock authorized by votes of company	600,000.00	
Capital stock issued (number of shares, 3,850); amount paid in		\$385,000.00
Total amount paid in as per books of the com- pany		\$385,000.00
Total number of stockholders	292	
Number of stockholders in New Hampshire	250	
Amount of stock held in New Hamp- shire	\$261,300.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Wilton to Greenfield, N. H.		10.50 miles.
Main line of road in New Hampshire		10.50 "
Total road belonging to this company		10.50 "

NAMES AND RESIDENCES OF OFFICERS.

Edward Spalding, *President*, Nashua, N. H.; B. B. Whittemore, *Auditor*, Nashua, N. H.; Gilman C. Shattuck, *Treasurer*; Harry W. Ramsdell, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Edward Spalding, George A. Ramsdell, Virgil C. Gilman, Nashua, N. H.; Thomas B. Eaton, Worcester, Mass.; C. E. A. Bartlett, Lowell, Mass.; Geo. H. Ball and S. A. B. Abbott, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

PETERBOROUGH RAILROAD,
NASHUA, N. H.

E. SPALDING,

President.

GILMAN C. SHATTUCK,

Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. October 12, 1891. Then personally appeared Edward Spalding and Gilman C. Shattuck, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. F. ANDREWS,

Justice of the Peace.

REPORT

OF THE

MANCHESTER & LAWRENCE RAILROAD COMPANY *

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$102,000.00
Dividends on stocks owned:	
Mt. Washington R. R.	\$370.00
Suncook Valley R. R.	2,522.40
	2,892.40
Miscellaneous income, less expense	879.72
Total income	\$105,772.12
Salaries and maintenance of organiza- tion	\$1,696.44
Other deductions	4,872.84
Total deductions	6,569.28
Net income	\$99,202.84
Dividends declared, 10 per cent	100,000.00
Deficit for year ending June 30, 1891	\$797.16
Balance profit and loss account June 30, 1890, sur- plus	117,889.30
Balance profit and loss account June 30, 1891, surplus	\$117,092.14
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road and equipment	\$1,000,000.00
Telegraph	4,770.35

* Leased to the Boston & Maine Railroad.

Bonds of Hooksett Branch	\$18,000.00
Stock of Suncook Valley R. R.	42,040.00
Stock of Mt. Washington R. R.	3,700.00
Total permanent investments	\$1,068,510.35
Cash	\$6,111.29
Bills receivable	17,150.00
Due from solvent companies and other individuals	32,000.00
Total cash and current assets	55,261.29
Total	\$1,123,771.64
Capital stock:	
Common	\$1,000,000.00
Total capital stock	\$1,000,000.00
Current liabilities:	
Dividends not called for	\$6,679.50
Total current liabilities	6,679.50
Profit and loss balance	117,092.14
Total	\$1,123,771.64
CAPITAL STOCK.	
Capital stock authorized by charter	\$1,000,000.00
Capital stock authorized by votes of company	1,000,000.00
Capital stock issued (number of shares, 10,000).	
Total number of stockholders	559
Total number of stockholders in New Hampshire	318
Amount of stock held in New Hampshire	\$571,800.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Manchester, N. H. to Line of Massachusetts	22.390 miles.
Sidings and cross tracks	7.324 "
Total as single track	29.714 miles.
Steel rails, main track	22.390 "
Steel rails, sidings	2.268 "
Total steel rail track	24.658 miles.
Iron sidings	5.056 "

NAMES AND RESIDENCES OF OFFICERS.

Charles A. Sinclair, *President*, Portsmouth, N. H.; Henry Chandler, *Treasurer*, Manchester, N. H.; Charles A. Gafney, *Clerk of Corporation*, Rochester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles A. Sinclair, Portsmouth, N. H.; George B. Chandler, and Herman F. Straw, Manchester, N. H.; John W. Sanborn, Wakefield, N. H.; Elisha R. Brown, Dover, N. H.; William P. Fowler, Boston, Mass.; George W. Armstrong, Brookline, Mass.

CHAS. A. SINCLAIR,
President.
HENRY CHANDLER,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, November 1, 1891. Then personally appeared Charles A. Sinclair and Henry Chandler, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY T. GOOLD,
Justice of the Peace.

REPORT
OF THE
NASHUA & LOWELL RAILROAD COMPANY
FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$73,000.00
Interest on notes owned	17,000.00
Miscellaneous income, less expense	887.94
Total income	\$90,887.94
Salaries and maintenance of organization	\$1,590.00
Interest on funded debt accrued	17,000.00
Interest and discount on interest bearing current liabilities	149.50
Total deductions	18,739.50
Net income	\$72,148.44
Dividends declared, 9 per cent	72,000.00
Deficit for year ending June 30, 1891	\$148.44
Balance profit and loss account June 30, 1890	110,569.96
Total profit and loss account	\$110,718.40
Account premium on stock sold	600.00
Account loss on investments	\$111,318.40
Balance profit and loss account June 30, 1891	2,911.50
	\$108,406.90

PROPERTY ACCOUNTS: CHARGES AND CREDITS
DURING THE YEAR.

Property sold and credited property accounts during the year:	
Sale of real estate at North Chelmsford, Mass.	
Sale of 80 shares Union Loan and Trust Company stock	\$15,100.00
Total credits to property accounts	\$15,100.00

GENERAL BALANCE SHEET, JUNE 30, 1891.

Cost of road	\$684,867.07
Cost of equipment	218,242.95
Total permanent investments	\$903,110.02
Cash	\$10,030.88
Bills receivable	300,000.00
Due from solvent companies and other individuals, account interest on \$300,000.00 notes	- 5,000.00
Total cash and current assets	315,030.88
Total	\$1,218,140.90
Capital stock:	
Common	\$800,000.00
Total capital stock	\$800,000.00
Funded debt	300,000.00
Current liabilities:	
Dividends not called for	\$1,946.00
Matured interest coupons unpaid (including coupons due July 1)	2,788.00
Total current liabilities	4,734.00
Accrued liabilities:	
Accrued interest not yet due	\$5,000.00
Total accrued liabilities	5,000.00
Profit and loss balance	108,406.90
Total	\$1,218,140.90

CAPITAL STOCK.	
Capital stock authorized by charter	\$800,000.00
Capital stock authorized by votes of company	800,000.00
Capital stock issued (number of shares, 8,000); amount paid in	\$800,000.00
Total amount paid in as per books of the company	\$800,000.00
Total number of stockholders	386
Number of stockholders in New Hampshire	177
Amount of stock held in New Hampshire	\$242,900.00
FUNDED DEBT.	
Funded debt, as follows:	
Gold bonds due August 1, 1893; rate of interest, 6 per cent	\$200,000.00
Interest paid on same during the year	\$12,000.00
Fifty-seven bonds due July 1, 1900; rate of interest, 5 per cent	100,000.00
Total amount of funded debt	\$300,000.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua, N. H., to Lowell, Mass.	14.50 miles.
Main line of road in New Hampshire	5.25 "
Main line of road in Massachusetts	9.25 "
Double track on main line	14.50 "
Same in New Hampshire	5.25 "
Total road belonging to this company	14.50 "
Sidings and other tracks not before enumerated	10.38 "
Same in New Hampshire	4.96 "
Total length of track owned, computed as single track	39.38 "
Same in New Hampshire	15.46 "

NAMES AND RESIDENCES OF OFFICERS.

Francis A. Brooks, *President*, Boston, Mass.; William W. Bailey, *Treasurer*, Nashua, N. H.; Walter A. Lovering, *Clerk of Corporation*, Nashua, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Francis A. Brooks, Boston, Mass.; Gedney K. Richardson, Boston, Mass.; Jeremiah W. White, Nashua, N. H.; William W. Bailey, Nashua, N. H.; C. E. A. Bartlett, Chelmsford, Mass.

PROPER ADDRESS OF THE COMPANY.

NASHUA & LOWELL R. R. CORPORATION,
NASHUA, N. H.

FRANCIS A. BROOKS,
President.

W. W. BAILEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. September 16, 1891. Then personally appeared Francis A. Brooks, president, and William W. Bailey, treasurer, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

ALFRED S. HALL,
Justice of the Peace.

REPORT
OF THE
WOLFEBOROUGH RAILROAD COMPANY *
FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$2,190.00
Total income	\$2,190.00
Net income	\$2,190.00
Dividends declared, 6 per cent on 365 shares . . .	2,190.00
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$385,500.00
Total	\$385,500.00
Capital stock	\$385,500.00
Total capital stock	\$385,500.00
Total current liabilities	\$385,500.00
Total	\$385,500.00

* Leased to the Eastern Railroad in New Hampshire, January 6, 1872, for 68 years, and by that road to the Eastern Railroad Company, October 1, 1873, for 60 years and 2 months. The lease to the Eastern Railroad Company is for the annual rental of six (6) per cent, per share, on 365 shares, payable semi-annually, March and September 1, and is included in the Eastern Railroad's lease to the Boston & Maine Railroad, on the same terms.

CAPITAL STOCK.	
Capital stock authorized by charter	\$400,000.00
Capital stock authorized by votes of company	385,500.00
Capital stock issued (number of shares, 3,855); amount paid in	\$385,500.00
Total amount paid in as per books of the company	\$385,500.00
Total number of stockholders	80
Number of stockholders in New Hampshire	67
Amount of stock held in New Hampshire	\$29,200.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from Wolfeborough Junction to Wolfeborough	12.03 miles.
Main line of road in New Hampshire	12.03 "
Total road belonging to this company	12.03 "
Sidings and other tracks not before enumerated	3.17 "
Same in New Hampshire	3.17 "
Total length of track owned, computed as single track	15.20 "
Same in New Hampshire	15.20 "
Total length of tracks laid with steel rails . . . . .	.36 "
Number of stations on all roads owned by this company	4
Same in New Hampshire	4

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

Included in report of Boston & Maine Railroad.

GENERAL INFORMATION.	
<i>Highway and Railroad Crossings in New Hampshire on Miles of Road owned.</i>	
Number of crossings on highways at grade	12
<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging	377 ft. 8 in.

NAMES AND RESIDENCES OF OFFICERS.

Samuel C. Lawrence, *President*, Medford, Mass.; Frank Jones, *Vice-President*, Portsmouth, N. H.; Edward Lesley, *Treasurer*, Newburyport, Mass.; John L. Peavey, *Clerk of Corporation*, Wolfeborough, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Samuel C. Lawrence, Medford, Mass.; Frank Jones, Portsmouth, N. H.; Walter Hunnewell, Wellesley, Mass.; John W. Sanborn, Wakefield, N. H.; Joseph L. Avery, Wolfeborough, N. H.; Blake Folsom, Wolfeborough, N. H.; Charles F. Piper, Wolfeborough, N. H.

PROPER ADDRESS OF THE COMPANY.

WOLFEBOROUGH RAILROAD,
CAUSEWAY STREET, BOSTON, MASS.

SAMUEL C. LAWRENCE,
President.

EDWARD LESLEY,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. September 1, 1891. Then personally appeared Samuel C. Lawrence, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

EDWARD LESLEY,
Justice of the Peace.

SUFFOLK ss. BOSTON, September 8, 1891. Then personally appeared Edward Lesley, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

C. E. A. BARTLETT,
Justice of the Peace.

REPORT

OF THE

CONCORD & MONTREAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$2,454,886.46
Less operating expenses	1,832,114.67
Income from operation	\$622,771.79
Dividends on stocks owned:	
Wells River Bridge Com-	
pany \$117.00	
Woods Water-Works 800.00	
Laconia Gas-Light Com-	
pany 12.00	
Mount Washington R. R. 4,020.00	
	\$4,949.00
Miscellaneous income — less expenses	11,863.08
Income from other sources	16,812.08
Total income	\$639,583.87
Deductions from income:	
Interest on funded debt accrued	
during the year \$209,294.05	
Interest and discount on interest	
bearing current liabilities 31,373.43	
Taxes 91,968.37	
Rentals:	
Concord & Portsmouth	
R. R. \$25,000.00	
Suncook Valley R. R. 14,700.00	
Pemigewasset Valley R. R. 30,504.00	
Old Colony R. R., 11	
months 3,300.00	
	73,504.00
Total deductions from income	406,139.85
Net income	\$233,444.02

Dividends declared, 6 per cent, on Class 1	\$48,000.00	
Dividends declared, 6 per cent, on Class 4	180,000.00	
Total		\$228,000.00
Surplus for the year ending June 30, 1891		\$5,444.02
Balance profit and loss account June 30, 1890, surplus	\$321,645.90	
Balance income and expense account June 30, 1890	85,504.00	
Total		407,149.90
Total profit and loss account, surplus		\$412,593.92
Boston, Concord & Montreal R. R. bonds cancelled and destroyed	\$9,600.00	
Boston, Concord & Montreal cars sold by Boston & Lowell R. R.	2,250.00	
State tax account to be adjusted in 1892	1,173.09	
Total		13,023.09
Total		\$425,617.01
Loss on Pemigewasset House	\$8,017.90	
Insurance account to be adjusted in 1892	825.00	
On account of adjustment of claims previous to June 30, 1890	10,990.46	
Total		19,833.36
Balance profit and loss account June 30, 1891, surplus		\$405,783.65
EARNINGS FROM OPERATION.		
Passenger revenue		\$937,734.18
Total passenger revenue		\$937,734.18
Mail		39,222.17
Express		39,600.00
Other items		6,961.79
Total passenger earnings		\$1,023,518.14
Freight revenue		\$1,420,464.11
Total freight revenue		\$1,420,464.11

Total freight earnings		\$1,420,464.11
Total passenger and freight earnings		\$2,443,982.25
Other earnings from operation:		
Passenger car mileage, balance	\$636.49	
Rentals not otherwise provided for	10,267.72	
Other sources	16,812.08	
Total other earnings		27,716.29
Total gross earnings from operation		\$2,471,698.54
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of roadway	{ \$181,243.64 52,471.14	\$233,714.78
Renewals of rails	{ \$44,978.23 18,603.44	63,581.67
Renewals of ties	{ \$84,558.41 10,107.67	94,664.08
Repairs of bridges and culverts	{ \$12,659.27 25,829.37	38,488.64
Repairs of fences, road crossings, signs, and cattle guards		9,211.55
Repairs of buildings	{ \$40,522.62 5,914.76	46,437.38
Repairs of docks and wharves		4,367.22
Total		\$490,465.32
Maintenance of equipment:		
Repairs and renewals of locomotives		\$62,616.07
Repairs and renewals of passenger cars		44,647.42
Repairs and renewals of freight cars		83,198.67
Shop machinery, tools, etc.	{ \$22,839.60 4,510.00	27,349.60
Total		\$217,811.76
Conducting transportation:		
Wages of enginemen, firemen, and roundhousemen		\$162,228.66
Fuel for locomotives		282,599.48

Water supplies for locomotives	\$6,707.84
All other supplies for locomotives	17,262.23
Wages of other trainmen	188,655.09
All other train supplies	20,392.00
Wages of switchmen, flagmen, and watchmen	45,264.33
Expense of telegraph, including train despatchers and operators	16,784.59
Wages of station agents, clerks, and laborers	133,972.11
Station supplies	23,738.16
Car mileage—balances	53,451.68
Loss and damage	9,672.52
Injuries to persons	13,504.61
Total	<u>\$974,233.30</u>
General expenses:	
Salaries of officers	\$45,373.95
Salaries of clerks	39,638.73
Agencies, including salaries and rent	2,646.31
Advertising	9,399.65
Insurance	6,626.69
Legal expenses	20,378.72
Stationery and printing	25,540.24
Total	<u>\$149,604.29</u>
Recapitulation of expenses:	
Maintenance of way and structures	\$490,465.32
Maintenance of equipment	217,811.76
Conducting transportation	974,233.30
General expenses	149,604.29
Grand total	<u><u>\$1,832,114.67</u></u>
Percentage of operating expenses to earnings	74.63
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$3,727.01
Lands, land damages, and fences	106,022.03
Passenger and freight stations, wood-sheds and water-stations	30,600.27
Engine-houses, car-sheds, and turn-tables	942.30
Total from construction	<u>\$141,291.61</u>
Locomotives (6)	\$53,145.48
Parlor and sleeping cars (7)	58,000.00

Passenger, mail, and baggage cars (10)	\$55,281.97	
Freight and other cars (263)	115,287.78	
Total for equipment		\$281,715.23
Total charges to property accounts		\$423,006.84
Net addition to property account for the year		\$423,006.84
GENERAL BALANCE SHEET, JUNE 30, 1891.		
Cost of road		\$7,697,285.50
Cost of equipment		431,715.23
Bonds of South Eastern R. R.		40,000.00
Stock of sundry corporations		1,402,818.35
Other permanent investments		713,797.41
Total permanent investments		\$10,285,616.49
Cash	\$1,092.02	
Bills receivable	36,813.46	
Due from agents, and net traffic balance from other companies	25,476.85	
Due from solvent companies and other individuals	217,771.10	
Total cash and current assets		281,153.43
Other assets:		
Unissued bonds	\$3,790,000.00	
Materials and supplies	557,259.67	
Total other assets		4,347,259.67
Total		\$14,914,029.59
Capital stock, class 1	\$800,000.00	
" " 2	540,400.00	
" " 3	459,600.00	
" " 4	3,000,000.00	
Total capital stock		\$4,800,000.00
Funded debt:		
Boston, Concord & Montreal R. R.		
6 per cent, old	\$500.00	
Boston, Concord & Montreal R. R.		
6 per cent, 1893	572,800.00	
Boston, Concord & Montreal R. R.		
7 per cent, 1893	1,365,000.00	

Boston, Concord & Montreal R. R., 6 per cent, 1911, unsold			\$3,790,000.00	\$500,000.00	
Concord & Montreal R. R., 4 per cent, 1920, sold			1,710,000.00	5,500,000.00	
					\$7,938,300.00
Current liabilities :					
Loans and bills payable			\$1,467,000.00		
Audited vouchers and accounts			282,700.72		
Net traffic balances due to other companies and agents				4,105.22	
Dividends not called for				3,555.00	
Rentals due July 1				12,585.00	
Total current liabilities					1,789,945.94
Accrued liabilities :					
Accrued taxes and insurance not yet due			\$80,305.65		
Total accrued liabilities					80,305.65
Profit and loss balance					325,478.00
Total					\$14,914,029.59
CAPITAL STOCK.					
Capital stock authorized by charter			\$6,000,000.00		
Capital stock authorized by votes of company				6,000,000.00	
Capital stock issued (number of shares, 48,000); amount paid in					\$4,800,000.00
Total amount paid in as per books of the company					\$4,800,000.00
Total number of stockholders				2,244	
Number of stockholders in New Hampshire				1,383	
Amount of stock held in New Hampshire			\$3,676,900.00		
FUNDED DEBT.					
Funded debt, as follows :					
Boston, Concord & Montreal bonds, old; rate of interest, 6 per cent					\$500.00
Boston, Concord & Montreal bonds due 1893; rate of interest, 6 per cent					572,800.00

Interest paid on same during the year	\$25,776.00	
Boston, Concord & Montreal bonds due 1893; rate of interest, 7 per cent		\$1,365,000.00
Interest paid on same during the year	\$71,662.50	
Boston, Concord & Montreal bonds due 1911; rate of interest, 6 per cent		500,000.00
Interest paid on same during the year	\$45,000.00	
Concord & Montreal bonds due 1920; rate of interest, 4 per cent.		
Total amount	\$5,500,000.00	
Unsold	3,790,000.00	
		1,710,000.00
Interest paid on same during the year	\$66,855.55	
All of above secured by mortgage.		
Total amount of funded debt		\$4,148,300.00

PASSENGER, FREIGHT, AND TRAIN MILEAGE.

Passenger traffic:

Number of passengers carried earning revenue	1,650,441	
Number of passengers carried one mile	44,206,149	
Average of distance carried	26.78	
Total passenger revenue		\$937,734.18
Average amount received from each passenger . . . . .		.56817
Average receipts per passenger per mile . . . . .		.02121
Passenger earnings per mile of road		2,409.69544
Passenger earnings per train mile		1.03492

Freight traffic:

Number of tons carried of freight earning revenue	2,196,748	
Number of tons carried one mile	95,848,492	
Average distance haul of one ton	43.63	
Total freight revenue		1,420,464.11
Average amount received for each ton of freight . . . . .		.64662
Average receipts per ton per mile . . . . .		.01482
Freight earnings per mile of road		3,344.23569
Freight earnings per train mile		1.57038

Train mileage:

Miles run by passenger trains		989,053
Miles run by freight trains		904,532
Total mileage trains earning revenue		1,893,585

Miles run by switching trains	538,959
Miles run by construction and other trains . .	152,457
Total train mileage	2,585,001
Average number of persons employed 2,317	
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.36 cents.
Average rate of fare per mile received for mileage tickets	2 "
Average rate of fare per mile received for season tickets . . . . .	.95 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	1.66 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	1.94 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.85 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Nashua Junction to Groveton Junction	181.00 miles.
Main line of road in New Hampshire	181.00 "
Double track on main line	34.53 "
Same in New Hampshire	34.53 "
Branches owned by company, viz. :	
Wing Road to Base station (single track)	20.30 "
Hooksett to Suncook (single track)	2.50 "
Manchester to North Weare (single track)	19.00 "
Whitefield to Jefferson (single track)	13.00 "
Lake Village to Alton Bay (single track)	18.00 "
Belmont Junction to Belmont (single track)	4.00 "
Pittsfield to Centre Barnstead (single track) . . .	4.45 "
Nashua to North Acton, Mass. (single track) . . .	20.83 "
Total length of branches owned by company . . .	102.08 "
Total length of branches owned by company in New Hampshire	85.82 "

Total length of branches owned by company in Massachusetts	16.26 miles.
Total road belonging to this company	283.08 "
One half of Manchester & Keene R. R., owned by this company. Total length 30 miles.	
Zealand Valley R. R., right of way furnished by J. E. Henry & Sons, and superstructure by this company as fast as completed, deed of land given by J. E. Henry & Sons. Length 11 miles.	
Kilkenny Lumber Company R. R., furnishes right of way and Concord & Montreal R. R. the superstructure, Concord & Montreal R. R. to eventually own the entire property.	
Sidings and other tracks not before enumerated	104.82 "
Same in New Hampshire	102.12 "
Total length of track owned, computed as single track	422.43 "
Same in New Hampshire	406.17 "
Total length of tracks laid with steel rails	405.67 "
<i>Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this return.</i>	
Concord & Portsmouth R. R.	47.50 miles.
Suncook Valley R. R.	17.37 "
Pemigewasset Valley R. R.	20.40 "
Total length of above roads	85.27 miles.
Total length of above roads in New Hampshire.	85.27 "
Total miles of road operated by this company	368.35 "
Total miles of road operated by this company in New Hampshire	352.09 "
Number of stations in New Hampshire, on all roads operated by this company	131
Number of telegraph offices in same	80
Number of stations on all roads owned by this company	110
Same in New Hampshire	101

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with driving wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	47	47	184,300	121,601	52	6	.....
Freight ".....	35	35	183,150	142,628	2	11	.....
Other ".....	24	24	136,750	94,222	3	7	.....
Total.....	106	106	.....	.....	57	24	.....
Passenger cars.....	76	76	53,670	41,600	76	.....	76
Combination cars.....	22	22	53,580	37,500	20	.....	20
Baggage, mail, and express cars..	25	25	41,300	37,290	24	.....	24
Parlor cars.....	10	19	74,700	63,490	10	.....	10
Milk cars.....	5	5	.....	.....	5	.....	5
Directors and pay cars.....	1	1	.....	.....	1	.....	1
Observation cars.....	4	4	.....	.....	4	.....	4
Total.....	143	143	.....	.....	140	.....	140
Box freight cars (basis of 8 wheels).	683½	683½	25,300	20,563	.....	.....	313
Stock freight cars.....	15	15	25,650	22,460	.....	.....	6
Coal freight cars.....	336	336	23,800	20,689	.....	.....	336
Flat freight cars.....	1,144	1,144	21,300	17,585	.....	.....	318
Other freight cars.....	30	30	32,600	24,473	.....	.....	9
Logging trucks.....	171	171	.....	.....	.....	.....	.....
Total.....	2,379½	2,379½	.....	.....	.....	.....	.....
Gravel cars in company's service..	71	71	.....	.....	.....	.....	.....
Derrick cars.....	9	9	.....	.....	.....	.....	.....
Caboose cars.....	32	32	.....	.....	.....	.....	.....
Other road cars.....	17	17	.....	.....	.....	.....	.....
Flanges, 1; steam shovel, 1.....	2	2	.....	.....	.....	.....	.....
Snow plows.....	10	10	.....	.....	.....	.....	.....
Total.....	141	141	.....	.....	.....	.....	.....

Number of cars in passenger equipment with 8 wheels, fitted with brakes for all wheels, 119.

Number of cars in passenger equipment with 12 wheels, fitted with brakes for all wheels, 11.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		1	1	6	1	7	1	7
Employés..		13	4	50	4	63	4	63
Others.....		1	3	10	3	11	3	11
Total		15	8	66	8	81	8	81

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

July 9, 1890.—At Nashua, Henry Laumere had finger caught between pin and draw-bar.

July 15.—At Nashua, Thomas Kennedy, not an employé, was found on the track and taken to the hospital; died the 18th. It is thought he was trying to get on the rear end of some freight train.

July 16.—At Concord, Walter Simons, while coupling, had his leg jammed above the knee.

July 18.—At Lancaster, C. S. Dexter, slightly injured.

July 19.—At Suncook, Frank L. Locke was knocked off a car by coal shed at Suncook, and sprained his ankle.

July 27.—At Nashua, David Lawson, while coupling, lost his footing and fell under the cars, the wheels going over his leg necessitating amputation.

August 12.—At Hooksett, James E. Barry, a passenger, stood on the platform waving his hand to parties seeing him off, his hat was blown off, and he fell from the platform of the car, bruising his face and receiving internal injuries to his kidneys.

August 12.—At Goff's Falls, George Fox and Frank Archambault were on train, and were told that it would not stop at Goff's Falls, whereupon they jumped from the train; Fox had collar bone broken and five wounds on scalp, and Archambault was badly shaken up.

August 15.—At Manchester, train No. 18 struck a man near Blood's and trainmen went back. They found him somewhat intoxicated, and he had received bruises on his hand. They could not ascertain his name.

August 23.— At Weirs, Charles Spaulding, an expressman, was struck by truck, which was occasioned by its being struck by mail catcher. David Taylor was also injured.

September 12.— At Concord, William Gooden had his finger split open while coupling cars.

September 13.— At Concord, William Ranney had his arm crushed while coupling cars.

September 19.— At Pittsfield, C. E. Mitchell, brakeman, struck his head against the depot while passing through it, cutting a gash in his head five inches long. Laid up three weeks.

September 24.— At Martin's Ferry, Peter Freeto, sectionman, struck by train and instantly killed, the result of carelessness.

September 25.— At Amoskeag, Israel Welcome, brakeman, struck by overhead bridge and his head somewhat hurt.

September 26.— At Nashua, John W. Nichols had his finger caught between draw-bars while coupling.

October 2.— At Fabyan's, Daniel Mirate, not an employé, while walking on the track, was struck in the hip by an engine, probably cracking the bone.

October 4.— At Concord, Frank Mondor, brakeman, fell from top of freight car, and cut his head above the eye; injury to eye also.

October 9.— At Manchester, William Jameson, employé, while walking on the track, did not hear the engine approach, and it went over him, injuring his right leg and left arm. Nothing serious.

October 15.— At Thornton's Ferry, Harry Oliver, sectionman, attempted to board moving freight train and had his leg run over so as to necessitate amputation. The result of carelessness.

November 3.— At Candia, a lady, name unknown, on account of the poor light in the station waiting-room, ran into the door and received some bruises about the head.

November 4.— At Concord, Edward White, brakeman, was running for his lantern, and tripped on rail and fell, causing laceration of the knee.

November 9.— At Nashua, James McCormick, coupler, had finger and thumb jammed between buffers while coupling cars.

November 9.— At Concord, E. B. Chandler, engineer, had leg fractured and ankle sprained by his engine coming in contact with a saloon car.

November 11.— At East Tilton, an engine was standing on the crossing when a carriage occupied by Howard Holman and A. J. Young attempted to cross in front of it. The engine struck the carriage, throwing the men over an embankment. Holman, the driver, was not injured, but Young was severely shaken up.

November 12.— At Nashua, Ernest Brown, coupler, had hand jammed while coupling cars. Not serious.

November 15.— At Oil Mills, Roy Clark, newsboy, was thrown from train and slightly injured.

November 17.— At Robinson's Ferry, a freight train struck an animal on the track and was thrown off. Conductor George Corliss, had eye injured slightly; Brakeman W. H. Mayo, had back and leg injured slightly; Engineer George Sanderson and Oscar Sargent were also injured slightly.

November 25.— At Concord, Thomas Sullivan, brakeman, while in an intoxicated condition, went into the Concord yard, after having been put out previously, and in attempting to get on freight car, had his foot caught in brake-shoe, being drawn under the car and run over, death being instantaneous.

December 2.— At Nashua, James Shea, brakeman, in attempting to take off tail lights on moving caboose, slipped and fell, cutting a gash in his arm. Injury not serious.

December 3.— At Concord, Engineer J. Conner and Fireman Greene were injured in consequence of the tender leaving the track. Conner had arm sprained, and Greene had his back and side injured slightly.

December 10.— At Nashua, E. A. Graves, coupler, caught glove and had two fingers and thumb broken.

December 13.— At Concord, W. M. Goodale, brakeman, missed his hold, and fell between the cars, the wheels going over one leg which had to be amputated.

December 17.— At Concord, William Currier, coupler, coupling cars on engine, was caught between the car and engine, and his leg was crushed slightly.

December 16.— At Nashua, George A. Corey, brakeman, had three fingers badly jammed and broken while coupling cars.

December 17.— At Suncook, A. M. Vance slipped from freight car covered with snow, and fell to the ground, putting his wrist out of joint.

December 17.— At Newmarket Junction, P. J. Ryan, of Portsmouth, attempted to board the train after it started. He fell, his foot being caught between some ice and the track, and it was badly jammed on top. He was slightly intoxicated and said it was his own fault.

December 19.— At Nashua, D. J. Buckley, brakeman, stepped from front of engine to set switch and caught his foot in a frog. The engine struck his foot and broke two bones.

December 24.— At Concord, a car was derailed on account of a broken wheel, and some lumber on the car struck the foot of F. N. Peasley, injuring it slightly.

December 25. — At Manchester, J. A. Fellows, brakeman, had his hand caught while coupling cars. Not badly hurt.

December 30. — At Concord, an unknown man was found dead near gas house; it was afterwards discovered that he had committed burglary at one of the clothing stores, and probably was trying to steal a ride on a freight train when he was killed.

December 30. — At Nashua, Frank Moore, engineer, in attempting to couple car to engine, had his collar bone broken and shoulder put out of joint.

December 31. — At Concord, C. E. Palmer, brakeman, attempted to step on the engine, slipped and fell, the car striking him on the hip. Injury not serious.

January 1, 1891. — At Nashua, B. W. Barney, while climbing up the side of the saloon car, was struck by a car standing on side track, and had fourth and fifth ribs broken and head injured slightly.

January 16. — At Concord, Alvin Keating, a coupler, was caught between two Lehigh Valley cars which were difficult to couple, and lost third and little fingers.

February 5. — At Concord, F. J. Ballou, coupler, had two fingers crushed while coupling.

February 7. — At Concord, Herbert Kelly was setting brake and the brakehead broke, letting him down under the car. He was pushed along until he reached a frog, which held him, and the car passed over his leg inflicting a very severe flesh wound about the leg and thigh.

February 12. — At Concord, J. L. Lund, brakeman, had his right arm crushed slightly while coupling cars.

February 13. — At Manchester, S. Breasseau, brakeman, had his chest and body jammed by draw-bar giving out. No bones broken.

February 13. — At Hallsville, George McMurphy, of Derry, attempted to drive over the crossing before the train, and his carriage was struck, throwing him to the ground and injuring his head, from the effects of which he died two days later. He was an old man about 70.

February 17. — At Manchester, George O'Neil had a bad gash cut in his forehead by a pin breaking, flying and striking him.

February 23. — At Nashua, George Brown, coupler, caught his glove while coupling car to engine, and had his thumb jammed so that it had to be amputated.

February 24. — At Manchester, F. W. Smith, brakeman, was crushed about the chest by draw-bar pushing out. Nothing serious.

March 7. — At Manchester, H. A. Sterey, brakeman, was caught by pilot of engine, and had foot jammed and leg slightly bruised.

March 13. — At Kilkenny, William Sheridan was badly jammed and bruised, and Austin Connelly had jaw broken (both sectionmen) by the tender of engine leaving the rails.

March 16. — At Massabesic, Joseph Boyden, passenger, jumped from train while it was in motion, fell and cut the side of his face and bruised one of his knees. Man 64 years of age.

March 23. — At Manchester, N. Jenness, brakeman, jumped off the engine and badly sprained his ankle.

March 26. — At Nashua, W. H. Waitt, brakeman, fell from box-car on to a flat-car loaded with rails, striking on his head, and was killed instantly.

March 26. — At Littleton, William Powell, passenger, partially intoxicated, attempted to board the train after it had started, and fell beside the track in such a way as to crush his foot. Will probably recover.

April 1. — At Manchester, G. Swain, brakeman, while coupling engine to car, had his hand caught and badly crushed.

April 3. — At Manchester, G. J. Guare, conductor, had index finger split, caused by short draw-bar.

April 4. — At Concord, H. E. Daniels, brakeman, caught right thumb under timber while coupling. Nothing serious.

April 5. — At Manchester, N. Jenness, brakeman, while coupling high and low draw-bar had thumb split open.

April 7. — At Manchester, G. F. Heald, of Chicago, was thrown out of his carriage at the crossing, his horse becoming frightened. His head was bruised and he remained unconscious several hours. Injuries not considered of a serious nature.

April 8. — At Concord, F. A. Weare, brakeman, struck awning over Mosley & Co.'s door; ankle bone broken and wrist sprained.

April 9. — At Concord, Thomas Higgins, brakeman, was struck on forehead by pin flying, and received quite a bad cut.

April 9. — At East Tilton, Fred Green, brakeman, was knocked from saloon car by car striking against it. He received severe internal injuries.

April 10. — At Manchester, Alvin Oviatt, brakeman, had finger burst open on account of catching it in short draw-bar.

April 11. — At Goffstown, E. Stevens, passenger, was struck in eye by piece of flying glass, caused by a stone thrown by boys. Injury not serious.

April 22. — At Martin's Ferry, a drunken Frenchman jumped through the water-closet window; he was in a crazy-drunken condition, but apparently was not hurt.

April 22. — At Concord, N. M. Kakes, switchman, had instep of foot slightly hurt by torpedo exploding, and a piece of the tin penetrating it.

April 27. — At Lake Village, Herbert Little, brakeman, struck his head against the overhead bridge, badly bruising it.

April 29. — At Manchester, F. Wallace and E. Hayes, employes of P. C. Cheney & Co., were badly burned about the face and hands by an explosion. They put a lighted lantern in man-hole of tank car, an explosion following as a natural result.

May 4. — H. G. Lamb, employe, had face badly cut by flying glass caused by guage breaking.

May 4. — At Reed's Ferry, William Cunniff, passenger, while in an intoxicated condition, jumped or fell from train No. 61 and was killed instantly.

May 6. — At Raymond, Samuel Rand, employe in woodshed at Raymond, had his hand badly cut by circular saw.

May 6. — At Nashua, L. M. Strang, brakeman, had three fingers badly jammed while coupling cars.

May 15. — At Manchester, Moses Dustin, brakeman, fell in water course and car run over him; fractured his arm and forehead from which he died.

May 19. — At Concord, Homer W. Shippee, coupler, had finger and half of thumb taken off while coupling cars.

June 4. — At Nashua, Joseph Ober, brakeman, had his thumb badly jammed while coupling cars.

June 6. — At Concord, James F. Findley, brakeman, had his hand crushed by being caught between the deadwoods.

June 25. — At Manchester, David Marquette had the forefinger of his right hand jammed while coupling.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on Miles of Road owned.*

Number of crossings on highways at grade . . .	208
Number of crossings on highways over railroad . .	29
Number of crossings on highways under railroad . .	12
Number of highway bridges 18 feet above track . .	9
Number of highway bridges less than 18 feet above track	20
Number of crossings at which gates or flagmen are maintained	17

Number of crossings at which there are neither signals nor flagmen	191
Number of railroad crossings at grade	6
Boston & Maine R. R., Lowell system, Nashua.	
“ “ Worcester, Nashua & Portland division, Nashua.	
Maine Central R. R., Scott's.	
“ “ Whitefield.	
“ “ Jefferson.	
“ “ Lancaster.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.	Description.	Length of spans and number of tracks.	Cost.
Pike's station.....	Stone work over-head		\$1,842.92
Culvert near Camp-ton Village.....	Stone work.....		406.31
Rum Hill, Bath.....	Double lattice, lattice and trestle.....	152 ft., 32 ft., 17 ft. 4 in., 17 ft. 10 in.	2,200.00 1,834.14
Burleigh's culvert....	Stone work.....		
Bath, upper bridge...	In process of erection, double lattice.....		2,009.65
Cattle pass near Haverhill.....	Stone work.....		768.38
White Mountain House.....	Stringer.....	23 ft. 1 in.....	119.91
Beattie's cattle pass.	Stone work.....		316.71
Northumberland.....	Stone work.....		1,223.50
East Concord.....	Through lattice.	151 ft. 2 in., 152 ft. 7 in., 128 ft. 6 in.	6,605.64
Lancaster.....	Stringer.....	15 ft., 14 ft. 8 in., 15 ft. 4 in., 14 ft. 1 in., 15 ft. 10 in., 14 ft. 10 in.	1,519.84
Manchester.....	Temporary trestle.....		3,012.02
Woodsville.....	Overhead highway.....	34 ft., 30 ft. 5 in., 36 ft. 6 in. ..	1,362.24
Culverts north of Concord.....	Stone work.....		337.75

Bridges on roads operated in New Hampshire.

Total length of trestle bridging	5,045 feet.
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Bridges extensively repaired during the year :	
East Concord. Entire new floor system and arches. New roof and side covering.	
Total amount expended for repairs and renewals of bridges	\$38,488.64
Number of new ties laid in New Hampshire :	
Concord & Montreal R. R.	136,349 ties.
Nashua, Acton & Boston R. R.	3,779 "
Concord & Portsmouth R. R.	24,851 "
Manchester & North Weare R. R.	8,139 "
Suncook Valley R. R.	7,663 "
Tilton & Belmont R. R.	653 "
Lake Shore R. R.	947 "
Pemigewasset Valley R. R.	5,028 "
Whitefield & Jefferson R. R.	5,609 "
Kilkenny R. R.	925 "
Total	193,943 ties.
Tons of steel rails laid in New Hampshire	
Miles of iron track replaced by steel in New Hampshire :	
Nashua, Acton & Boston R. R.	
Manchester & North Weare R. R.	
Concord & Montreal R. R.	
Total	
Side tracks laid in New Hampshire :	
Nashua & Groveton Junction	
Nashua, Acton & Boston R. R.	
Concord & Portsmouth R. R.	
Manchester & North Weare R. R.	
Tilton & Belmont R. R.	
Lake Shore R. R.	
Wing Road and Base station	
Whitefield & Jefferson R. R.	
Kilkenny R. R.	
BUILDINGS.	
New station, Massabesic.	
" Bayside.	
" Shirley Hill.	
" Sewalls Falls	
" Northfield.	
New turntable, coal shed, etc., Woodsville.	
New coal shed and tracks, Nashua.	
New coal shed and tracks, Manchester.	
New engine house, coal shed, etc., Wentworth.	

New stone work, extending tracks for connection with Pemigewasset Valley R. R. New stone work for water-works, Wing Road. New station at Zealand Junction.	
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NAMES AND RESIDENCES OF OFFICERS.

Frederick Smyth, *President*, Manchester, N. H.; Benjamin A. Kimball, John H. Pearson, Charles A. Busiel, *Executive Committee*; T. A. Mackinnon, *General Manager*, Concord, N. H.; F. S. Streeter, John M. Mitchell, *General Counsel*, Concord, N. H.; W. A. Stowell, *Acting Superintendent*, Montpelier, Vt.; D. C. Prescott, *General Freight Agent*, Concord, N. H.; F. E. Brown, *General Passenger Agent*, Concord, N. H.; John F. Webster, *Treasurer*, Concord, N. H.; Frank S. Streeter, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Frederick Smyth, Manchester, N. H.; Benjamin A. Kimball, Concord, N. H.; John H. Pearson, Concord, N. H.; Walter M. Parker, Manchester, N. H.; John A. White, Concord, N. H.; Alpha J. Pillsbury, Tilton, N. H.; Charles E. Tilton, Tilton, N. H.; Samuel S. Kimball, Concord, N. H.; Charles E. Morrison, Boston, Mass.; Lewis C. Pattee, Winchester, Mass.; Charles A. Busiel, Laconia, N. H.; Noah S. Clark, Manchester, N. H.; Hiram N. Turner, St. Johnsbury, Vt.

PROPER ADDRESS OF THE COMPANY.

THE CONCORD & MONTREAL RAILROAD,

CONCORD, N. H.

FREDERICK SMYTH,
President.

T. A. MACKINNON,
General Manager.

JOHN F. WEBSTER,
Treasurer.

STATE OF NEW HAMPSHIRE.

MERRIMACK ss. January 12, 1892. Then personally appeared T. A. Mackinnon, John F. Webster, and Frederick Smyth, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

PEMIGEWASSET VALLEY RAILROAD COMPANY*

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$30,204.00
Miscellaneous income, less expense	300.00
Total income	\$30,504.00
Salaries and maintenance of organization	\$261.25
Total deductions	261.25
Net income	\$30,242.75
Dividends declared, 6 per cent. August 1, 1890, and February 1, 1891, 3 per cent each, paid by the Concord & Montreal Railroad, to stockholders of Pemigewasset Valley Railroad	30,204.00
Surplus for year ending June 30, 1891	\$38.75
Balance profit and loss account June 30, 1890	123.01
Balance profit and loss account June 30, 1891, surplus	\$161.76

* The Pemigewasset Valley Railroad was leased to the Boston, Concord & Montreal Railroad for the term of 100 years from February 1, 1882, and the Boston, Concord & Montreal Railroad afterward united with the Concord Railroad, forming the Concord & Montreal Railroad, which corporation now operates the Pemigewasset Valley Railroad under the original lease, and all information called for, which is not here given, will be found in the report of the Concord & Montreal Railroad.

GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$411,157.61
Cost of equipment	91,842.14
Total permanent investments	\$502,999.75
Cash for stock issued	\$503,400.00
Less cost of road and equipment	502,999.75
	\$400.25
Other cash assets, balance of income for organization	161.76
Total cash and current assets	562.01
Total	\$503,561.76
Capital stock:	
Common	\$503,400.00
Total capital stock	\$503,400.00
Profit and loss balance	161.76
Total	\$503,561.76
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE-SHEET.	
Unsettled claims for construction, to be paid by capital stock authorized by corporation, on which dividends are to be paid under the lease of the Pemigewasset Valley Railroad to the Bos- ton, Concord & Montreal Railroad; assumed by the Concord & Montreal Railroad, estimated at .	\$26,400.00
Total (not included in balance sheet)	\$26,400.00
CAPITAL STOCK.	
Capital stock authorized by charter	\$2,000,000.00
Capital stock authorized by votes of company	530,000.00
Capital stock issued (number of shares, 5,034); amount paid in	\$503,400.00
Total amount paid in as per books of the com- pany	\$503,400.00

Total number of stockholders	168	
Number of stockholders in New Hampshire	125	
Amount of stock held in New Hampshire	\$358,300.00	
DESCRIPTION OF ROAD OWNED.		
Main line of road from Plymouth to Franconia and Branch from Campton to Livermore, estimated	75.000 miles.	
Main line of road in New Hampshire	75.000	"
Single track on main line	20.057	"
Same in New Hampshire	20.057	"
Total road belonging to this company	20.057	"
Sidings and other tracks not before enumerated (not including sidings built by the Boston, Concord & Montreal R. R., Boston & Lowell R. R., Concord R. R., and the Concord & Montreal R. R., of which this road has no account . . . . .	.370	"
Same in New Hampshire . . . . .	.370	"
Number of stations on all roads owned by this company	8	
Same in New Hampshire	8	
[Weights per yard, 56 lbs.]		

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.
Passenger locomotives.....	2	2
Total.....	2	2
Passenger cars.....	2	2
Total.....	2	2
Box freight cars (basis of 8 wheels).....	125	125
Total.....	125	125

NAMES AND RESIDENCES OF OFFICERS.

John J. Bell, *President*, Exeter, N. H.; Edward D. Harlow, *Treasurer*, Boston, Mass., 35 Congress Street; George H. Adams, *Clerk of Corporation*, Plymouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Bell, Exeter, N. H.; Daniel Saunders, Lawrence, Mass.; Joseph W. Campbell, Woodstock, N. H.; Daniel Barnard, Franklin, N. H.; John C. French, Manchester, N. H.; Henry Chandler, Manchester, N. H.; John J. Cilley, South Deerfield, N. H.; George W. Hills, Lawrence, Mass.; James A. Weston, Manchester, N. H.

PROPER ADDRESS OF THE COMPANY.

PEMIGEWASSET VALLEY RAILROAD,

President's Office, EXETER, N. H.

Treasurer's Office, BOSTON, MASS.

Clerk's Office, PLYMOUTH, N. H.

EDWARD D. HARLOW,

Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, September 10, 1891. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,

Notary Public.

REPORT

OF THE

CONCORD & PORTSMOUTH RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$25,000.00
Total income	\$25,000.00
Salaries and maintenance of organization	\$350.00
Other deductions	21.22
Total deductions	371.22
Net income	\$24,628.78
Dividends declared, 7 per cent	24,500.00
Surplus for year ending June 30, 1891	\$128.78
Balance profit and loss account June 30, 1890, surplus	2,426.06
Balance profit and loss account June 30, 1891, surplus	\$2,554.84
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$350,000.00
Cash	2,554.84
Total	\$352,554.84

Capital stock:		
Common	\$350,000.00	
Total capital stock		\$350,000.00
Profit and loss balance		2,554.84
Total		\$352,554.84
CAPITAL STOCK.		
Capital stock authorized by charter . .	\$500,000.00	
Capital stock authorized by votes of company	350,000.00	
Capital stock issued (number of shares, 3,500) .		
Total amount paid in as per books of the company		\$350,000.00
Total number of stockholders	227	
Number of stockholders in New Hampshire .	195	
Amount of stock held in New Hampshire	\$318,600.00	

NAMES AND RESIDENCES OF OFFICERS.

John J. Pickering, *President*, Portsmouth, N. H.; W. Byron Stearns, *Treasurer*, Manchester, N. H.; William H. Hackett, *Clerk of Corporation*, Portsmouth, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Pickering, Portsmouth, N. H.; William A. Pierce, Portsmouth, N. H.; William H. Hackett, Portsmouth, N. H.; Moody Currier, Manchester, N. H.; Walter M. Parker, Manchester, N. H.; Joseph B. Walker, Concord, N. H.; John J. Bell, Exeter, N. H.

PROPER ADDRESS OF THE COMPANY.

CONCORD & PORTSMOUTH RAILROAD,
MANCHESTER, N. H.

W. BYRON STEARNS,
Treasurer.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. January 30, 1892. Then personally appeared W. Byron Stearns, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

H. M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

SUNCOOK VALLEY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$14,700.00
Total income	\$14,700.00
Salaries and maintenance of organization	\$275.00
Total deductions	275.00
Net income	\$14,425.00
Dividends declared, 6 per cent	14,400.00
Surplus for year ending June 30, 1891	\$25.00
Balance profit and loss account June 30, 1890, surplus	2,388.50
Balance profit and loss account June 30, 1891, surplus	\$2,413.50
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$348,199.19
Cash	2,413.50
Total	\$350,612.69
Capital stock :	
Common	\$341,700.00
Total capital stock	\$341,700.00

Accrued liabilities:		
Contribution	\$8,696.00	
Total accrued liabilities		\$8,696.00
Profit and loss balance		216.69
Total		\$350,612.69
CAPITAL STOCK.		
Capital stock authorized by charter	\$500,000.00	
Capital stock authorized by votes of company	341,700.00	
Capital stock issued (number of shares, 3,471); amount paid in		\$341,700.00
Total amount paid in as per books of the company		\$341,700.00
Total number of stockholders	132	
Number of stockholders in New Hampshire	128	
Amount of stock held in New Hampshire	\$332,200.00	
Non-dividend paying stock included in above, \$98,700.00.		
DESCRIPTION OF ROAD OWNED.		
Main line of road from Suncook, to Pittsfield, N. H.	17.37 miles.	
Main line of road in New Hampshire	17.37 "	
Sidings and other tracks not before enumerated	2.30 "	
Same in New Hampshire	2.30 "	
Total length of track owned, computed as single track	19.67 "	
Same in New Hampshire	19.67 "	
Total length of tracks laid with steel rails	10.37 "	
Number of stations on all roads owned by this company	6	
Same in New Hampshire	6	

NAMES AND RESIDENCES OF OFFICERS.

John J. Bell, *President*, Exeter, N. H.; James A. Weston, *Treasurer*, Manchester, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

John J. Bell, Exeter, N. H.; William F. Head, Hooksett, N. H.; Reuben L. French, Pittsfield, N. H.; Charles H. Carpenter, Chichester, N. H.; Frederick Smyth, Manchester, N. H.; John C. French, Manchester, N. H.; Hiram A. Tuttle, Pittsfield, N. H.

PROPER ADDRESS OF THE COMPANY.

SUNCOOK VALLEY RAILROAD,

JAMES A. WESTON, *Treasurer,*MANCHESTER, N. H.

T. A. MACKINNON,
*General Manager.*JOHN F. WEBSTER,
Auditor.

STATE OF NEW HAMPSHIRE.

MERRIMACK SS. January 21, 1891. Then personally appeared T. A. Mackinnon and John F. Webster, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HENRY M. PUTNEY,
Justice of the Peace.

REPORT

OF THE

FITCHBURG RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$6,848,286.49
Less operating expenses	4,917,538.63
Income from operation	\$1,930,747.86
Interest on bonds owned:	
Boston, Barre & Gardner R. R. bonds	2,718.00
Total income	\$1,933,465.86
Deductions from income:	
Interest on funded debt accrued during the year	\$869,067.73
Interest and discount on interest bearing current liabilities	20,216.53
Taxes	215,927.27
Rentals:	
Vermont & Massachusetts R. R.	\$244,580.00
Troy & Bennington R. R.	15,400.00
Southern Vermont R. R.	6,000.00
Monadnock R. R.	9,000.00
	274,980.00
Total deductions from income	1,880,191.53
Net income	\$553,274.33

Dividends declared, $3\frac{1}{2}$ per cent, on preferred stock	\$562,749.70	
Total		\$562,749.70
Deficit for the year ending June 30, 1891		\$9,475.37
Balance profit and loss account June 30, 1890, surplus		282,672.48
Balance profit and loss account June 30, 1891, surplus		\$273,197.11
EARNINGS FROM OPERATION.		
Passenger revenue		\$1,953,905.73
Less repayments, tickets redeemed		13,728.84
Total passenger revenue		\$1,940,176.89
Mail		61,126.31
Express		158,422.03
Other items		32,696.74
Total passenger earnings		\$2,192,421.97
Freight revenue		\$4,423,960.02
Less repayments, overcharge to shippers		93,175.58
Total freight revenue		\$4,330,784.44
Other items		57,115.63
Total freight earnings		\$4,387,900.07
Total passenger and freight earnings		\$6,580,322.04
Other earnings from operation:		
Rents from tracks, yards, and terminals	\$20,250.00	
Rentals not otherwise provided for	43,899.38	
Other sources	49,289.92	
Elevators, wharves, etc.	154,525.15	
Total other earnings		267,964.45
Total gross earnings from operation		\$6,848,286.49
OPERATING EXPENSES.		
Maintenance of way and structures:		
Repairs of roadway		\$433,774.46
Renewals of rails		71,139.39

Renewals of ties	\$126,479.89
Repairs of bridges and culverts	48,535.35
Repairs of fences, road crossings, signs, and cattle guards	23,966.87
Repairs of buildings	90,945.54
Repairs of docks and wharves	18,022.19
Repairs of telegraph	3,496.80
Total	<u>\$816,360.49</u>
Maintenance of equipment :	
Repairs and renewals of locomotives	\$298,640.10
Repairs and renewals of passenger cars	108,010.74
Repairs and renewals of freight cars	277,127.87
Shop machinery, tools, etc.	35,081.98
Total	<u>\$718,860.69</u>
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$545,114.88
Fuel for locomotives	687,127.76
Water supplies for locomotives	30,521.87
All other supplies for locomotives	41,879.65
Wages of other trainmen	403,323.85
All other train supplies	45,999.38
Wages of switchmen, flagmen, and watchmen	316,240.08
Expense of telegraph, including train despatchers and operators	65,554.93
Wages of station agents, clerks, and laborers	445,542.36
Station supplies	35,066.81
Car mileage — balances	216,372.37
Loss and damage	27,169.75
Injuries to persons	42,690.75
Total	<u>\$2,902,604.44</u>
General expenses :	
Salaries of officers	\$71,599.48
Salaries of clerks	99,396.27
General office expenses and supplies	20,677.43
Agencies, including salaries and rent	4,998.82
Advertising	14,265.56
Insurance	21,241.40
Expense of fast freight lines	46,045.13
Expense of traffic associations	4,771.95
Expense of stock yards and elevators	103,235.82
Rentals not otherwise provided for	13,499.73
Legal expenses	17,753.33
Stationery and printing	49,484.84
Other general expenses	12,788.25
Total	<u>\$479,713.01</u>

Recapitulation of expenses:		
Maintenance of way and structures		\$816,860.49
Maintenance of equipment		718,860.69
Conducting transportation		2,902,604.44
General expenses		479,713.01
Grand total		<u>\$4,917,538.63</u>
Percentage of operating expenses to earnings		71.807
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.		
Bridging	\$15,006.28	
Lands, land damages, and fences	23,545.27	
Engine-houses, car-sheds, and turn- tables	48,651.62	
Purchase of other roads:		
Boston, Hoosac Tunnel & Western R. R.	9,650.00	
Cheshire R. R., consolidation	3,525,000.00	
Southern Vermont R. R., purchase	175,000.00	
Docks and elevators	17,838.54	
Construction not apportioned	38,253.26	
Total from construction		<u>\$3,852,944.92</u>
Locomotives	\$46,281.62	
Passenger, mail, and baggage cars	20,408.06	
Freight and other cars	16,545.51	
Total for equipment		<u>83,235.19</u>
Total charges to property accounts		<u>\$3,936,180.11</u>
Net addition to property account for the year		<u>\$3,936,180.11</u>
GENERAL BALANCE SHEET, JUNE 30, 1891.		
Cost of road		\$37,378,257.78
Cost of equipment		3,816,836.35
Bonds of Boston, Barre & Gardner R. R.		90,600.00
Stock of Monadnock R. R. Company		157,260.00
Vermont & Massachusetts R. R. improvements		1,532,268.57
Total permanent investments		<u>\$42,975,222.70</u>

Cash	\$206,896.35	
Bills receivable	178,015.00	
Due from agents	571,086.96	
Net traffic balance from other companies	253,345.10	
Due from solvent companies and other individuals	151,128.80	
Other cash assets	1,470,813.55	
Total cash and current assets		\$2,830,285.76
Other assets:		
Materials and supplies		1,012,418.09
Total		\$46,817,926.55
Capital stock:		
Common	\$7,000,000.00	
Preferred	16,497,600.00	
Total capital stock		\$23,497,600.00
Funded debt		20,801,600.00
Current liabilities:		
Loans and bills payable	\$675,000.00	
Audited vouchers and accounts	243,915.35	
Wages and salaries	96,534.24	
Net traffic balances due to other companies and agents	429,235.43	
Dividends not called for	231,948.70	
Matured interest coupons unpaid (including coupons due July 1)	55,444.00	
Total current liabilities		1,732,127.72
Accrued liabilities:		
Accrued rentals not yet due	\$69,295.00	
Accrued interest not yet due	233,219.00	
Accrued taxes not yet due	131,840.76	
Total accrued liabilities		434,354.76
Improvement fund		79,046.96
Profit and loss balance		273,197.11
Total		\$46,817,926.55
CAPITAL STOCK.		
Capital stock authorized by charter:		
For double track, per mile	\$100,000.00	
For single track, per mile	70,000.00	

For terminal at Boston	\$3,000,000.00	
Capital stock authorized by votes of company	23,497,600.00	
Capital stock issued (number of shares, 234,976); amount paid in		\$23,497,600.00
Total amount paid in as per books of the company		\$23,497,600.00
Total number of stockholders	5,037	
Number of stockholders in New Hampshire	317	
Amount of stock held in New Hampshire	\$805,100.00	

FUNDED DEBT.

Funded debt, as follows:

Fitchburg R. R. Co.'s plain bonds due April 1, 1894; rate of interest, 7 per cent	\$500,000.00
Interest paid on same during the year	\$34,790.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1897; rate of interest, 6 per cent	500,000.00
Interest paid on same during the year	\$29,910.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1899; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$24,675.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1900; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$24,950.00
Fitchburg R. R. Co.'s plain bonds due October 1, 1901; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$25,025.00
Fitchburg R. R. Co.'s plain bonds due April 1, 1902; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$25,000.00
Fitchburg R. R. Co.'s plain bonds due April 1, 1903; rate of interest, 5 per cent	500,000.00
Interest paid on same during the year	\$24,850.00
Fitchburg R. R. Co.'s plain bonds due March 1, 1904; rate of interest, 4 per cent	300,000.00
Interest paid on same during the year	\$19,800.00

Fitchburg R. R. Co.'s plain bonds due June 1, 1905; rate of interest, 4 per cent	\$500,000.00
Interest paid on same during the year	\$20,540.00
Fitchburg R. R. Co.'s plain bonds due February 1, 1937; rate of interest, 3 per cent	5,000,000.00
Interest paid on same during the year	\$150,000.00
Fitchburg R. R. Co.'s plain bonds due April 1, 1907; rate of interest, 4 per cent	1,500,000.00
Interest paid on same during the year	\$59,860.00
Fitchburg R. R. Co.'s plain bonds due September 1, 1897; rate of interest, 4½ per cent	2,250,000.00
Interest paid on same during the year	\$101,610.00
Fitchburg R. R. Co.'s plain bonds due May 1, 1908; rate of interest, 5 per cent	2,000,000.00
Interest paid on same during the year	\$101,750.00
Fitchburg R. R. Co.'s plain bonds due March 1, 1899; rate of interest, 5 per cent	750,000.00
Interest paid on same during the year	\$37,225.00
Fitchburg R. R. Co.'s plain bonds due June 1, 1900; rate of interest, 5 per cent	390,000.00
Interest paid on same during the year	\$9,250.00
Fitchburg R. R. Co.'s plain bonds due June 1, 1920; rate of interest, 4 per cent	500,000.00
Interest paid on same during the year	\$10,446.67
Cheshire R. R. Co.'s plain bonds due July 1, 1896; rate of interest, 6 per cent	250,000.00
Interest paid on same during the year	\$3,750.00
Cheshire R. R. Co.'s plain bonds due July 1, 1898; rate of interest, 6 per cent	550,000.00
Interest paid on same during the year	\$7,875.00
Troy & Boston R. R. 1st mortgage bonds due July 1, 1924; rate of interest 7 per cent	577,000.00
Boston, Barre & Gardner R. R. 1st mortgage bonds due April 1, 1893; rate of interest, 7 per cent	91,300.00
Interest paid on same during the year	\$6,317.50
Boston, Barre & Gardner R. R. 1st mortgage bonds due April 1, 1893; rate of interest, 5 per cent	299,700.00

Interest paid on same during the year	\$15,285.00	
Boston, Barre & Gardner R. R. 2d mortgage bonds due July 1, 1895; rate of interest, 3 per cent		\$186,300.00
Interest paid on same during the year	\$5,559.00	
Boston, Barre & Gardner R. R. 3d mortgage bonds due July 1, 1895; rate of interest, 6 per cent		57,300.00
Interest paid on same during the year	\$3,438.00	
Boston, Hoosac Tunnel & Western R. R. debenture bonds due September 1, 1913; rate of interest, 5 per cent		1,400,000.00
Interest paid on same during the year	\$70,000.00	
Hoosac Tunnel, Deck & Elevator Co.'s mortgage note, due April 5, 1892; rate of interest 4 per cent		500,000.00
Interest paid on same during the year	\$20,000.00	
Total amount of funded debt		\$20,801,600.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic:		
Number of passengers carried earning revenue	6,719,206	
Number of passengers carried one mile	103,817,884	
Average of distance carried	15.45	
Total passenger revenue		\$1,940,176.89
Average amount received from each passenger . . . . .		.28880
Average receipts per passenger per mile . . . . .		.01870
Passenger earnings per mile of road		4,446.68
Passenger earnings per train mile . . . . .		.96760
Freight traffic:		
Number of tons carried of freight earning revenue	4,215,024	
Number of tons carried one mile	437,219,636	
Average distance haul of one ton	104.00	
Total freight revenue		4,387,900.07
Average amount received for each ton of freight		1.04100
Average receipts per ton per mile . . . . .		.01004
Freight earnings per mile of road		10,056.61
Freight earnings per train mile		1.40980

Train mileage:	
Miles run by passenger trains	2,005,066
Miles run by freight trains	3,112,285
Total mileage trains earning revenue	5,117,351
Miles run by switching trains	1,126,088
Miles run by construction and other trains	60,748
Total train mileage	6,304,182
Average number of persons employed	4,972
RATES OF FARE.	
Average rate of fare per mile received for local tickets	1.86 cents.
Average rate of fare per mile received for commutation tickets	1.17 "
Average rate of fare per mile received for mileage tickets	2.02 "
Average rate of fare per mile received for season tickets . . . . .	.71 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	1.90 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	2.64 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.815 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Boston to Fitchburg; Greenfield to Troy, N. Y.; Ashburnham Junction to Bellows Falls, Vt.; Vermont and Massachusetts state line to Rotterdam, N. Y.	249.25 miles.
Main line of road in New Hampshire	42.81 "
" " New York	89.47 "
" " Vermont	6.49 "
" " Massachusetts	104.81 "
Double track on main line	98.51 "
Third track on main line	1.66 "

Branches owned by company, viz.:	
Ice track, Boston (double track) . . . . .	.68 miles.
Watertown (single track)	6.60 "
Marlborough (single track)	12.42 "
Peterborough & Shirley (single track)	23.62 "
Worcester (single track)	36.00 "
Ashburnham (single track)	2.59 "
Saratoga & Schuylerville (single track)	25.52 "
Monadnock (single track)	15.80 "
Total length of branches owned by company	123.23 "
Total length of branches owned by company in New Hampshire	23.23 "
Total length of branches owned by company in Massachusetts	74.48 "
Total length of road owned by company in New York	25.52 "
Double track on branches . . . . .	.68 "
Total road belonging to this company	372.48 "
Sidings and other tracks not before enumerated	217.90 "
Same in New Hampshire	19.74 "
Total length of track owned, computed as single track	691.23 "
Same in New Hampshire	85.78 "
Total length of tracks laid with steel rails [Weights per yard, 60, 72, and 76 lbs.]	836.26 "
<i>Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this return.</i>	
Vermont & Massachusetts R. R.	56.00 miles.
Turner's Falls Branch of Vermont & Massachusetts R. R.	2.80 "
Troy & Bennington R. R.	5.04 "
Total length of above roads	63.84 miles.
Total length of above roads in other states:	
" " " Massachusetts	58.80 "
" " " New York	5.04 "
Total miles of road operated by this company	436.32 "
Total miles of road operated by this company in New Hampshire	66.04 "
Number of stations in New Hampshire, on all roads operated by this company	16
Number of telegraph offices in same	10
Number of stations on all roads owned by this company	120
Same in New Hampshire	13

DESCRIPTION OF EQUIPMENT.

	Number owned.	Number leased.	Total number.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	102	8	110	102	6	1
Freight	79	.....	79	67	61	.....
Other "	32	.....	32	.....	30	.....
Total.....	213	8	221	169	97	1
Passenger cars.....	153	7	160	160	.....	160
Combination cars.....	31	.....	31	31	.....	31
Baggage, mail, and express cars.....	48	3	51	51	.....	51
Directors and pay cars.....	2	.....	3	2	.....	2
Total.....	234	10	244	244	.....	244
Box freight cars (basis of 8 wheels).....	3,820	297	4,117	505	.....	216
Stock freight cars "	216	.....	216	66	.....	18
Coal freight cars "	654	.....	654	.....	.....	71
Flat freight cars "	857½	.....	857½	3	.....	106
Other freight cars "	62	.....	62	17	.....	5
Total	5,609½	297	5,906½	591	.....	416
Gravel cars in company's service.....	177	.....	177	.....	.....	.....
Derrick cars "	21	.....	21	12	.....	.....
Caboose cars "	97	.....	97	.....	.....	6
Other road cars "	10	.....	10	1	.....	1
Boarding cars "	13	4	17	17	.....	17
Total.....	318	4	322	30	.....	24

Number of cars in passenger equipment with 8 wheels, fitted with brakes for all wheels, 243.

Number of cars in passenger equipment with 12 wheels, fitted with brakes for all wheels, 1.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers		2				2	1	23
Employés.. ..		3		3		6	11	108
Others.....							29	23
Total		5		3		8	41	154

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

December 7, 1890. — At South Keene, a wild engine collided with a passenger train, two passengers were slightly injured, the engineer had his leg broken, and the conductor had his head cut.

June 5, 1891. — At Troy, Joseph Smith, freight brakeman, was getting out of the saloon car onto the side ladder, and had his hip broken by striking the abutment of bridge.

June 22. — At Bellows Falls, Arthur Punt, freight brakeman, had his arm broken while coupling freight cars.

June 24. — At Greenville, F. E. Sadders, freight brakeman, was thrown from the top of a car to the ground; the brake-wheel came off, his injuries were slight.

June 25. — At Bellows Falls, Fred Cass, freight brakeman, while coupling freight cars, had his skull fractured by being struck by a broken link.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on Miles of Road owned.*

Number of crossings on highways at grade . .	62
“ “ “ over railroad . .	9
“ “ “ under railroad . .	10
Number of highway bridges 18 feet above track . .	6
Number of highway bridges less than 18 feet above track	3

Height of lowest bridge above the rails	18 ft.
Number of crossings at which gates or flagmen are maintained	2
Number of crossings at which there are neither signals nor flagman	60
Number of railroad crossings under other railroads	1
Manchester & Keene R. R., east of Keene.	

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.	To replace.	Description.	Length of spans and number of tracks.
Keene.....	Wooden stringers..	Iron plate girders...	1 span 23 ft. 3 in., 1 track.
South Keene..	Wooden stringers..	Iron plate girders...	2 tracks, 24 ft. 9 in.

<i>Bridges on roads operated in New Hampshire.</i>	
Total length of pile and trestle bridging, on Monadnock R. R.	73 ft. 6 in.
Bridges extensively repaired during the year:	
High bridge at Greenville, approaches rebuilt, new ties and roof throughout.	
Number of new ties laid in New Hampshire	25,722
On Cheshire, Monadnock, and Peterborough & Shirley.	
Tons of steel rails laid in New Hampshire . . . . .	.749
Miles of iron track replaced by steel in New Hampshire	4.64 miles.
On Monadnock R. R.	

NAMES AND RESIDENCES OF OFFICERS.

Henry S. Marcy, *President*, Boston, Mass.; John Whitmore, *General Traffic Manager*, Boston, Mass.; George A. Torrey, *General Counsel*, Boston, Mass.; C. S. Anthony, *Auditor*, Boston, Mass.; John Adams, *General Superintendent*, Boston, Mass.; A. S. Crane, *General Freight Agent*, Boston, Mass.; John R. Watson, *General Passenger Agent*, Boston, Mass.; Daniel A. Gleason, *Treasurer*, Boston, Mass.; Edmund D. Codman, *Clerk of Corporation*, Boston, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Henry S. Marcy, Robert Codman, Boston, Mass. ; Rodney Wallace, Charles T. Crocker, Fitchburg, Mass. ; John Quincy Adams, Quincy, Mass. ; David P. Kimball, Boston, Mass. ; Albert C. Houghton, North Adams, Mass. ; Augustus Kountze, New York City ; Frederick L. Ames, Easton, Mass. ; George Heywood, Concord, Mass. ; William Seward Webb, New York City ; Francis Smith, Rockland, Me. ; William H. Hollister, New York City ; William A. Russell, Lawrence, Mass. ; Edward C. Thayer, Keene, N. H.

PROPER ADDRESS OF THE COMPANY.

FITCHBURG RAILROAD COMPANY,
BOSTON, MASS.

H. S. MARCY,
President.
JOHN ADAMS,
Superintendent.
DAN. A. GLEASON,
Treasurer.
C. S. ANTHONY,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. October 24, 1891. Then personally appeared the above named H. S. Marcy, John Adams, Daniel A. Gleason, and C. S. Anthony, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEO. A. TORREY,
Justice of the Peace.

REPORT

OF THE

CHESHIRE RAILROAD COMPANY, LESSEES MONADNOCK RAILROAD COMPANY

FOR THE THREE MONTHS ENDING SEPTEMBER 30, 1890.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$14,251.87
Less operating expenses	7,085.52
Income from operation	\$7,166.35
Miscellaneous income—less expenses	602.34
Total income	\$7,768.69
Deductions from income:	
Taxes	\$1,374.12
Rentals	3,000.00
Total deductions from income	4,374.12
Net income	\$3,394.57
Surplus for the year ending June 30, 1891	\$3,394.57
Balance profit and loss account June 30, 1890, surplus	1,578.74
Total profit and loss account, surplus	\$4,973.31
Transferred to Cheshire R. R. account	\$4,973.31
EARNINGS FROM OPERATION.	
Total passenger revenue	\$4,595.13
Mail	233.90
Express	250.00
Total passenger earnings	\$5,079.03

Total freight revenue	\$9,172.84
Total gross earnings from operation	\$14,251.87
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$1,592.48
Renewals of ties	1,018.56
Repairs of fences, road crossings, signs, and cattle guards	13.25
Repairs of buildings	12.64
Total	\$2,636.93
Maintenance of equipment :	
Repairs and renewals of locomotives	\$197.43
Repairs and renewals of passenger cars	39.50
Repairs and renewals of freight cars	33.64
Total	\$270.57
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$769.50
Fuel for locomotives	1,313.04
All other supplies for locomotives	72.40
Wages of other trainmen	793.33
All other train supplies	4.78
Expense of telegraph, including train despatchers and operators	13.00
Wages of station agents, clerks, and laborers	773.72
Station supplies	3.25
Loss and damages	40.00
Total	\$3,783.02
General officers :	
Salaries of officers	\$150.00
Salaries of clerks	150.00
Stationery and printing	75.00
Other general expenses	20.00
Total	\$395.00
Recapitulation of expenses :	
Maintenance of way and structures	\$2,636.93
Maintenance of equipment	270.57
Conducting transportation	3,783.02
General expenses	395.00
Grand total	\$7,085.52

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	10,708
Number of passengers carried one mile	114,211
Average of distance carried	10,666
Total passenger revenue	\$4,595.13
Average amount received from each passenger . . . . .	.42913
Average receipts per passenger per mile . . . . .	.04023
Passenger earnings per mile of road	321.46
Passenger earnings per train mile . . . . .	.78379
Freight traffic:	
Number of tons carried of freight earning revenue	22,149
Number of tons carried one mile	269,014
Average distance haul of one ton	12,145
Total freight revenue	9,172.84
Average amount received for each ton of freight . . . . .	.41414
Average receipts per ton per mile . . . . .	.03409
Freight earnings per mile of road	580.56
Freight earnings per train mile	1.66174
Train mileage:	
Miles run by passenger trains, 54 per cent	6,480
Miles run by freight trains, 46 per cent	5,520
Total mileage trains earning revenue	12,000
Miles run by switching trains	1,150
Miles run by construction and other trains	550
Total train mileage	13,700
Average number of persons employed	31
RATES OF FARE.	
Average rate of fare per mile received for local tickets	3.009 cents.
Average rate of fare per mile received for mileage tickets	2 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	4.76 "

RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	9.727 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	2.734 "
DESCRIPTION OF ROAD LEASED.	
Main line of road from Peterborough, N. H., to Winchendon, Mass.	15.800 miles.
Main line of road in New Hampshire	13.762 "
Main line of road in Massachusetts	2.038 "
Sidings and other tracks not before enumerated	1.012 "
Total length of track computed as single track	16.920 "
Same in New Hampshire	14.882 "
Total length of tracks laid with steel rails	8 "
[Weights per yard, 60 lbs.]	
Number of stations in New Hampshire, on all roads operated by this company	3

WM. A. RUSSELL,
President.

F. H. KINGSBURY,
Treasurer.

F. H. KINGSBURY,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. September 15, 1891. Then personally appeared William A. Russell and F. H. Kingsbury, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. M. WHEATON,
Justice of the Peace.

REPORT

OF THE

CHESHIRE RAILROAD COMPANY

FOR THE THREE MONTHS ENDING SEPTEMBER 30, 1890.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$183,750.03
Less operating expenses	142,744.73
Income from operation	\$41,005.30
Interest on bonds owned	\$7,384.07
Boston, Barre & Gardner R. R.	
Cheshire R. R.	
Dividends on stock owned	7,602.50
Bellows Falls Building Association.	
American Telegraph Co.	
Cheshire R. R.	
Monadnock R. R.	
Fitchburg R. R.	
Miscellaneous income — less expenses	12,387.60
Income from other sources	27,374.17
Total income	\$68,379.47
Deductions from income:	
Interest on funded debt accrued during the year	\$13,000.00
Interest and discount on interest bearing current liabilities	2,659.30
Taxes	20,386.30
Rentals	12,750.00
Total deductions from income	48,795.60

Net income	\$19,583.87
Dividends declared, 5½ per cent on preferred stock	113,919.00
Deficit for the year ending June 30, 1891	\$94,335.13
Balance profit and loss account June 30, 1890, surplus	21,948.11
Total profit and loss account, deficit	\$72,387.02
Capital stock charged off \$2,153,300.00	
Bonds charged off 900,000.00	
Property account 8,300.00	
	3,061,600.00
Total	\$2,989,212.98
Indemnity paid Fitchburg R. R. \$12,500.00	
Construction charged off 2,839,559.81	
Bills receivable 101,652.94	
	2,953,712.75
Balance profit and loss account June 30, 1891, surplus	\$35,500.23
EARNINGS FROM OPERATION.	
Passenger revenue	\$71,425.46
Excess fares refunded	167.20
Total passenger revenue	\$71,258.26
Mail	2,525.36
Express	1,875.00
Total passenger earnings	\$75,658.62
Total freight revenue	108,091.41
Total gross earnings from operation	\$183,750.03
OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$10,378.60
Renewals of rails	498.25
Renewals of ties	3,021.67
Repairs of bridges and culverts	291.53
Repairs of fences, road crossings, signs, and cattle guards	109.02
Repairs of buildings	1,765.83
Total	\$16,064.40

Maintenance of equipment:	
Repairs and renewals of locomotives	\$12,020.34
Repairs and renewals of passenger cars	4,367.61
Repairs and renewals of freight cars	9,721.61
Total	\$26,109.56
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$12,230.78
Fuel for locomotives	35,503.40
Water supplies for locomotives	23.35
All other supplies for locomotives	1,902.16
Wages of other trainmen	9,804.04
All other train supplies	1,194.64
Wages of switchmen, flagmen, and watchmen	3,066.33
Expense of telegraph, including train despatchers and operators	1,081.23
Wages of station agents, clerks, and laborers	6,511.00
Station supplies	235.98
Car mileage—balances	13,148.09
Loss and damage	607.03
Injuries to persons	833.98
Other expenses	643.51
Total	\$86,785.46
General expenses:	
Salaries of officers	\$5,181.11
Salaries of clerks	3,424.76
Agencies, including salaries and rent	928.89
Advertising	232.44
Insurance	3.00
Legal expenses	1,614.79
Stationery and printing	1,671.04
Other general expenses	729.28
Total	\$13,785.31
Recapitulation of expenses:	
Maintenance of way and structures	\$16,064.40
Maintenance of equipment	26,109.56
Conducting transportation	86,785.46
General expenses	13,785.31
Grand total	\$142,744.73
Percentage of operating expenses to earnings	77.68

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Mail car (1)	\$3,294.80
Total for equipment	\$3,294.80
Net addition to property account for the year	\$3,294.80
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cash	\$4,334.69
Bills receivable	13,000.00
Due from agents	1,699.18
Net traffic balance from other com- panies	18,378.86
Total cash and current assets	\$37,412.73
Total	\$37,412.73
Current liabilities:	
Dividends not called for	\$1,827.50
Matured interest coupons unpaid (including coupons due July 1)	585.00
Total current liabilities	\$1,912.50
Profit and loss balance	35,500.23
Total	\$37,412.73
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earn- ing revenue	76,217
Number of passengers carried one mile	2,609,444
Average of distance carried	34.24
Total passenger revenue	71,258.26
Average amount received from each passenger . . . . .	.93494
Average receipts per passenger per mile . . . . .	.02731
Passenger earnings per mile of road	1,181.98
Passenger earnings per train mile	1.53319
Freight traffic:	
Number of tons carried of freight earning revenue	208,789
Number of tons carried one mile	11,437,359

Average distance haul of one ton	54.80	
Total freight revenue		\$108,091.41
Average amount received for each ton of freight . . . . .		.51771
Average receipts per ton per mile . . . . .		.00945
Freight earnings per mile of road		1,688.86
Freight earnings per train mile . . . . .		.80793
Train mileage:		
Miles run by passenger trains		46,477
Miles run by freight trains		133,783
Total mileage trains earning revenue		180,265
Miles run by switching trains		15,766
Miles run by construction and other trains		5,500
Total train mileage		201,531
Average number of persons employed	490	
RATES OF FARE.		
Average rate of fare per mile received for local tickets		2.69 cents.
Average rate of fare per mile received for mileage tickets		2 "
Average rate of fare per mile received for season tickets		1.5 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies		2.74 "
RATES OF FREIGHT.		
Average rate per ton per mile received from freight way-billed local		5.55 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .		.91 "
DESCRIPTION OF ROAD OWNED.		
Main line of road from Bellows Falls, Vt., to Ashburnham Junction, Mass.		53.62 miles.
Main line of road in New Hampshire		42.81 "
Main line of road in Massachusetts		10.81 "
Total road belonging to this company		53.62 "
Consolidated with Fitchburg R. R. Oct. 1, 1890.		

Sidings and other tracks not before enumerated	20.32 miles.
Same in New Hampshire	16.93 "
Total length of track owned, computed as single track	73.94 "
Same in New Hampshire	59.74 "
Total length of tracks laid with steel rails	56.62 "
[Weights per yard, 60 to 72 lbs.]	
<i>Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this return.</i>	
Fitchburg R. R., Ashburnham Junction to Fitchburg	10.39 miles.
Total length of above roads	10.39 miles.
Total length of above roads in Massachusetts	10.39 "
Total miles of road operated by this company	64.01 "
Total miles of road operated by this company in New Hampshire	42.81 "
Number of stations in New Hampshire, on all roads operated by this company	13
Number of telegraph offices in same	11
Number of stations on all roads owned by this company	16
Same in New Hampshire	13

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers
Employees..	1	.....	1	.....	1
Others

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

September 17, 1890. — At Keene, Dennis Curtin, brakeman, had his foot crushed and arm broken while switching cars.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on Miles of Road owned.*

Number of crossings on highways at grade . .	33
" " " over railroad . .	6
" " " under railroad . .	5
Number of highway bridges 18 feet above track . .	8
Height of lowest bridge above the rails . . .	18 feet.
Number of crossings at which gates or flagmen are maintained	2
Number of crossings at which there are neither sig- nals nor flagman	31
Number of railroad crossings under other railroads .	1
Boston & Maine R. R.	
Number of new ties laid in New Hampshire, about .	5,000

NAMES AND RESIDENCES OF OFFICERS.

William A. Russell, *President*, Lawrence, Mass.; E. C. Thayer, *Vice-President*, Keene, N. H.; Batchelder & Faulkner, *General Counsel*, Keene, N. H.; J. W. Dodge, *General Freight Agent*, Keene, N. H.; F. H. Kingsbury, *General Passenger Agent*, Keene, N. H.; F. H. Kingsbury, *Treasurer*, Keene, N. H.; R. Stewart, *Clerk of Corporation*, Keene, N. H.

PROPER ADDRESS OF THE COMPANY.

CHESHIRE RAILROAD COMPANY,

KEENE, N. H.

WM. A. RUSSELL,
President.

F. H. KINGSBURY,
Treasurer.

F. H. KINGSBURY,
Clerk.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. September 15, 1891. Then personally appeared William A. Russell and F. H. Kingsbury, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

J. M. WHEATON,
Justice of the Peace.

REPORT

OF THE

CONNECTICUT RIVER RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.			
Gross earnings from operation			\$1,137,438.47
Less operating expenses			839,512.26
Income from operation			\$297,926.21
Dividends on stocks owned:			
Vermont Valley R. R. Co. of 1871	\$8,550.00		
Miscellaneous income — less expenses:			
Interest	\$11,781.88		
Rents	7,247.97		
		19,029.85	
Income from other sources			27,579.85
Total income			\$325,506.06
Deductions from income:			
Interest and discount on interest bearing current liabilities	\$25,872.91		
Taxes	61,835.80		
Rentals:			
Boston & Albany R. R.	\$833.33		
Fitchburg R. R.	564.02		
		1,397.35	
Total deductions from income			89,106.06
Net income			\$236,400.00

Dividends declared, 8 per cent, on common stock	\$206,400.00
Surplus for the year ending June 30, 1891	\$30,000.00
Balance profit and loss account June 30, 1890, surplus	1,000,055.08
Total profit and loss account, surplus	\$1,030,055.08
Sundry vouchers	70.19
Balance profit and loss account June 30, 1891, surplus	\$1,029,984.89
EARNINGS FROM OPERATION.	
Passenger revenue, including extra baggage	\$479,524.73
Total passenger revenue	\$479,524.73
Mail	15,911.40
Express	18,504.56
Total passenger earnings	\$513,940.69
Total freight revenue	\$606,704.15
Total freight earnings	\$606,704.15
Total passenger and freight earnings	\$1,120,644.84
Other earnings from operation:	
Car mileage, balance	\$12,393.63
Rents from tracks, yards, and terminals	4,400.00
Total other earnings	16,793.63
Total gross earnings from operation	\$1,137,438.47
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$114,077.12
Renewals of rails	20,181.68
Renewals of ties	26,430.48
Repairs of bridges and culverts	102,264.94

Repairs of fences, road crossings, signs, and cattle guards	\$5,653.90
Repairs of buildings	62,157.68
Total	\$330,765.80
Maintenance of equipment:	
Repairs and renewals of locomotives	\$47,391.89
Repairs and renewals of passenger cars	28,459.26
Repairs and renewals of freight cars	37,528.02
Total	\$113,379.17
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$55,272.74
Fuel for locomotives	87,331.84
Water supplies for locomotives	2,928.19
All other supplies for locomotives	4,548.80
Wages of other trainmen	65,667.29
All other train supplies	2,565.25
Expense of telegraph, including train despatchers and operators	562.57
Wages of station agents, clerks, and laborers	100,818.84
Station supplies	4,667.77
Car mileage—balances	1,078.07
Loss and damage	2,895.28
Injuries to persons	9,833.98
Total	* \$336,014.48
General expenses:	
Salaries of officers and clerks	\$36,363.77
Agencies, including salaries, rent, and advertising	1,896.16
Insurance	1,434.90
Legal expenses	2,089.28
Stationery and printing	10,090.46
Other general expenses	7,478.24
Total	\$59,352.81
Recapitulation of expenses:	
Maintenance of way and structures	\$330,765.80
Maintenance of equipment	113,379.17
Conducting transportation	336,014.48
General expenses	59,352.81
Grand total	\$839,512.26
Percentage of operating expenses to earnings	73.80

* Error in footing.

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$11,893.07
Bridging	1,583.47
Lands, land damages, and fences	3,785.05
Total for construction	\$17,261.59
Locomotives (3)	\$24,186.00
Total for equipment	24,186.00
Other expenditures charged to property account:	
Stock of Vermont Valley R. R. Co. of 1891	85,900.00
Total charges to property accounts	\$127,347.59
Property sold and credited property accounts during the year:	
From number 1	\$11,893.07
" 2	85,678.89
" 4	11,190.51
" 6	20,000.00
" 11	24,186.00
Total credits to property accounts	152,948.47
Net addition to property account for the year	\$25,600.88
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$3,022,060.55
Cost of equipment	426,527.66
Stock of Vermont Valley R. R. Company of 1871	183,510.00
Total permanent investments	\$3,634,098.21
Cash	\$22,331.86
Bills receivable	66,617.79
Due from agents	71,271.52
Due from solvent companies and other individuals	427,933.35
Total cash and current assets	588,154.52
Other assets:	
Materials and supplies	159,039.85
Total	\$4,381,292.58
Capital stock:	
Common	\$2,580,000.00
Total capital stock	\$2,580,000.00

Current liabilities :		
Loans and bills payable	\$569,200.00	
Audited vouchers and accounts	128,126.32	
Net traffic balances due to other companies and agents	22,381.37	
Dividends not called for	51,600.00	
Total current liabilities		\$771,307.69
Profit and loss balance		1,029,984.89
Total		\$4,381,292.58
CONTINGENT LIABILITIES NOT INCLUDED IN THE BALANCE SHEET.		
Interest guaranteed on \$80,000.00 of stock of the Vermont Valley Railroad Company of 1871.		
CAPITAL STOCK.		
Capital stock authorized by charter	\$2,670,000.00	
Capital stock authorized by votes of company	2,580,000.00	
Capital stock issued (number of shares, 25,800); amount paid in		\$2,580,000.00
Total amount paid in as per books of the company		\$2,580,000.00
Total number of stockholders	1,001	
Total number of stockholders in New Hampshire	28	
Amount of stock held in New Hampshire	\$118,400.00	
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic :		
Number of passengers carried earning revenue	2,110,138	
Number of passengers carried one mile	21,263,284	
Average of distance carried	10.07	
Total passenger revenue		\$179,524.73
Average amount received from each passenger . . . . .		.22724
Average receipts per passenger per mile . . . . .		.02255
Passenger earnings per mile of road		6,436.32678
Passenger earnings per train mile		1.14069

Freight traffic:	
Number of tons carried of freight earning revenue	898,563
Number of tons carried one mile	22,084,941
Average distance haul of one ton	24.58
Total freight revenue	\$806,704.15
Average amount received for each ton of freight . . . . .	.67519
Average receipts per ton per mile . . . . .	.02747
Freight earnings per mile of road	7,598.04821
Freight earnings per train mile	3.58873
Train mileage:	
Miles run by passenger trains	450,551
Miles run by freight trains	169,058
Total mileage trains earning revenue	619,609
Miles run by switching trains	219,311
Miles run by construction and other trains	6,312
Total train mileage	845,232
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.133 cents.
Average rate of fare per mile received for mileage tickets	2.054 "
Average rate of fare per mile received for season tickets . . . . .	.856 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.618 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	4.849 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	2.461 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Springfield, Mass., to Keene, N. H.	74.0000 miles.
Main line of road in New Hampshire	23.2142 "
" " Massachusetts	50.0757 "
" " Vermont . . . . .	.7100 "

Double track on main line	36.0000 miles.
Branches owned by company, viz:	
Chicopee to Chicopee Falls, Mass. (single track) .	2.3500 "
Mount Tom to East Hampton, Mass. (single track)	3.5000 "
Total length of branches owned by company . . .	5.8500 "
Total length of road owned by company in Massachusetts	5.8500 "
Total road belonging to this company	79.8500 "
Sidings and other tracks not before enumerated .	53.2327 "
Same in New Hampshire	5.0473 "
Total length of track owned, computed as single track	169.0827 "
Same in New Hampshire	28.2615 "
Total length of tracks laid with steel rails [Weights per yard, 56, 66, 70, and 72 lbs.]	160.8540 "
Total miles of road operated by this company .	79.8500 "
Total miles of road operated by this company in New Hampshire	23.2142 "
Number of stations in New Hampshire, on all roads operated by this company	6
Number of stations on all roads owned by this company	7
Same in New Hampshire	6

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	16	16	162,450	69,108	16	7	.....
Freight "	19	19	158,300	81,692	1	10	.....
Other "	10	10	90,200	52,198	.....	8	.....
Total.....	45	45	.....	.....	17	25	.....
Passenger cars.....	43	43	51,400	42,956	43	.....	43
Combination cars.....	17	17	51,400	42,956	17	.....	17
Baggage, mail, and express cars. ...	3	3	44,443	44,443	.....	3	3
Total.....	63	63	.....	.....	63	.....	63

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Box freight cars (basis of 8 wheels).	266	266	21,000	21,000	.....	.....	.....
Stock freight cars	3	3	21,000	21,000	.....	.....	.....
Flat freight cars	281	281	17,000	17,000	.....	.....	.....
Other freight cars	2	2	21,000	21,000	.....	.....	.....
Total	552	552	.....	.....	.....	.....	.....
Gravel cars in company's service...	44	44	.....	.....	.....	.....	.....
Derrick cars	1	1	.....	.....	.....	.....	.....
Caboose cars	5	5	.....	.....	.....	.....	.....
Total	50	50	.....	.....	.....	.....	.....

Number of cars in passenger equipment with 8 wheels, fitted with brakes for all wheels, 63.

Number of cars in passenger equipment with 12 wheels, fitted with brakes for all wheels, none.

GENERAL INFORMATION.

Highway and Railroad Crossings in New Hampshire on Miles of Road owned.

Number of crossings on highways at grade	49
“ “ “ over railroad	6
“ “ “ under railroad	6
Number of highway bridges 18 feet above track	6
Height of lowest bridge above the rails	18 feet.
Number of crossings at which gates or flagmen are maintained	7
Number of crossings at which electric signals are maintained	7
Number of crossings at which there are neither signals nor flagman	35
Number of railroad crossings over other railroads	3
One at Holyoke.	
“ Deerfield.	
“ Cheapside.	

<i>Bridges on roads operated in New Hampshire.</i>	
Total amount expended for repairs and renewals of bridges	\$4,692.98
Number of new ties laid in New Hampshire	9,184
On Connecticut River R. R.	
Miles of iron track replaced by steel in New Hampshire	3.5 miles.
Side tracks laid in New Hampshire	400 feet.

BUILDINGS.

No buildings erected during the year.

NAMES AND RESIDENCES OF OFFICERS.

J. Mulligan, *President*, Springfield, Mass.; W. H. Wilson, *Auditor*, Springfield, Mass.; H. F. Sampson, *Superintendent*, Springfield, Mass.; H. E. Howard, *General Freight Agent*, Springfield, Mass.; E. C. Watson, *General Ticket Agent*, Springfield, Mass.; Seth Hunt, *Treasurer*, Springfield, Mass.; Seth Hunt, *Clerk of Corporation*, Springfield, Mass.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

N. A. Leonard,* F. H. Harris, Springfield, Mass.; Frederick Billings,† Woodstock, Vt.; William Whiting, Holyoke, Mass.; Oscar Edwards, Northampton, Mass.; Charles S. Sargent, Brookline, Mass.; A. B. Harris, Boston, Mass.; E. F. Lane, Keene, N. H.; James A. Rumrill, J. Mulligan, Springfield, Mass.

PROPER ADDRESS OF THE COMPANY.

CONNECTICUT RIVER RAILROAD COMPANY,
SPRINGFIELD, HAMPDEN COUNTY, MASS.

* Died November 7, 1890. † Died September 30, 1890.

J. MULLIGAN,
President.

H. F. SAMPSON,
Superintendent.

SETH HUNT,
Treasurer.

W. H. WILSON,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN ss. SPRINGFIELD, September 16, 1891. Then personally appeared J. Mulligan, H. F. Sampson, Seth Hunt, and W. H. Wilson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. FRINK,
Justice of the Peace.

REPORT

OF THE

SULLIVAN COUNTY RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$244,765.52
Less operating expenses	178,439.19
Income from operation	\$66,326.33
Miscellaneous income — less expenses:	
Rent of real estate	\$407.00
Interest	450.67
Income from other sources	857.67
Total income	\$67,184.00
Deductions from income:	
Interest and discount on interest bearing current liabilities	\$11,234.13
Taxes	9,585.36
Total deductions from income	20,819.49
Net income	\$46,364.51
Dividends declared, 8 per cent, on common stock	40,000.00
Surplus for year ending June 30, 1891	\$6,364.51
Balance profit and loss account June 30, 1890, surplus	133,411.99
Balance profit and loss account June 30, 1891, surplus	\$139,776.50

EARNINGS FROM OPERATION.	
Total passenger revenue	\$86,210.28
Mail	6,306.12
Express	3,648.46
Total passenger earnings	\$96,164.86
Total freight revenue	\$148,600.66
Total freight earnings	\$148,600.66
Total passenger and freight earnings	\$244,765.52
Total gross earnings from operation	\$244,765.52
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$20,332.14
Renewals of rails	3,382.50
Renewals of ties	6,836.35
Repairs of bridges and culverts	143.80
Repairs of fences, road crossings, signs, and cattle guards	673.44
Repairs of buildings	2,506.86
Total	\$33,587.49
Maintenance of equipment:	
Repairs and renewals of locomotives	\$9,867.22
Repairs and renewals of passenger cars	1,678.18
Repairs and renewals of freight cars	7,850.63
Total	\$19,396.03
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$14,982.54
Fuel for locomotives	34,357.21
Water supplies for locomotives	644.86
All other supplies for locomotives	1,292.66
Wages of other trainmen	16,795.96
All other train supplies	126.64
Expense of telegraph, including train dispatchers and operators	557.32
Wages of station agents, clerks, and laborers	12,652.52
Station supplies	1,166.79
Car mileage — balances	28,764.49
Total	\$111,340.99

General expenses:	
Salaries of officers and clerks	\$7,212.59
Agencies, including salaries, rent and advertising	309.61
Insurance	149.00
Rents for tracks, yards, and terminals	3,600.04
Legal expenses	554.68
Stationery and printing	1,263.59
Other general expenses	1,025.17
Total	\$14,114.68
Recapitulation of expenses:	
Maintenance of way and structures	\$33,587.49
Maintenance of equipment	19,396.03
Conducting transportation	111,340.99
General expenses	14,114.68
Grand total	\$178,439.19
Percentage of operating expenses to earnings	72.90
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Locomotives	\$5,166.24
Total for equipment	\$5,166.24
Net addition to property account for the year	\$5,166.24
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road and other real estate	\$797,951.29
Cost of equipment	45,390.65
Total permanent investments	\$843,341.94
Due from solvent companies and other individuals	\$144.44
Total cash and current assets	144.44
Total	\$843,486.38
Capital stock:	
Common	\$500,000.00
Total capital stock	\$500,000.00

Current liabilities:		
Loans and bills payable	\$91,389.15	
Audited vouchers and accounts	112,320.73	
Total current liabilities		\$203,709.88
Profit and loss balance		139,776.50
Total		\$343,486.38
CAPITAL STOCK.		
Capital stock authorized by charter	\$500,000.00	
Capital stock authorized by votes of company	500,000.00	
Capital stock issued (number of shares, 5,000); amount paid in		\$500,000.00
Total amount paid in as per books of the company		\$500,000.00
Total number of stockholders	9	
PASSENGER, FREIGHT, AND TRAIN MILEAGE.		
Passenger traffic:		
Number of passengers carried earning revenue	158,546	
Number of passengers carried one mile	3,218,999	
Average of distance carried	20.30	
Total passenger revenue		\$86,210.28
Average amount received from each passenger . . . . .		.54375
Average receipts per passenger per mile . . . . .		.02678
Passenger earnings per mile of road		3,698.41769
Passenger earnings per train mile		1.42654
Freight traffic:		
Number of tons carried of freight earning revenue	729,503	
Number of tons carried one mile	18,474,110	
Average distance haul of one ton	25.32	
Total freight revenue		148,600.66
Average amount received for each ton of freight . . . . .		.02037
Average receipts per ton per mile . . . . .		.00804
Freight earnings per mile of road		5,715.41
Freight earnings per train mile		1.19155

Train mileage :	
Miles run by passenger trains	67,407
Miles run by freight trains	124,712
Total mileage trains earning revenue	192,119
Miles run by switching trains	33,931
Miles run by construction and other trains	16,433
Total train mileage	242,483
RATES OF FARE.	
Average rate of fare per mile received for local tickets	2.586 cents.
Average rate of fare per mile received for mileage tickets	2.120 "
Average rate of fare per mile received for season tickets . . . . .	.194 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2.713 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	3.658 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies . . . . .	.781 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Bellows Falls to Windsor, Vt.	26.0000 miles.
Main line of road in New Hampshire	25.8100 "
Main line of road in Vermont . . . . .	.1900 "
Double track on main line	8.6810 "
Same in New Hampshire	8.6810 "
Total road belonging to this company	26.0000 "
Sidings and other tracks not before enumerated	5.9693 "
Same in New Hampshire	5.9693 "
Total length of track owned, computed as single track	40.6503 "
Same in New Hampshire	40.4603 "
Total length of tracks laid with steel rails	39.7033 "
[Weights per yard, 56, 66, and 70 lbs.]	

Total miles of road operated by this road	26.0000 miles.
Total miles of road operated by this company in New Hampshire	25.8100 "
Number of stations in New Hampshire, on all roads operated by this company	6
Number of telegraph offices in same	5
Number of stations on all roads owned by this company	8
Same in New Hampshire	6

DESCRIPTION OF EQUIPMENT.

	Number leased.	Total number.
Passenger, freight, and other locomotives.....	10*	10
Total.....	10	10

* Leased from Connecticut River Railroad Company under contract of sale.

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....
Employés.....	1	.....	1	.....	1
Others.....	3	.....	3	.....	3	.....

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

August 23, 1890.—J. H. Farnsworth, of Windsor, Vt., 79 years of age and quite deaf, while walking on the track on Mill Brook bridge, near Windsor station, was struck by train No. 79, receiving injuries from which he died about 11 A. M. the same day.

October 21.—Walter McElroy, brakeman on gravel train, fell from the train near Claremont Junction, and had one leg run over above the ankle, and amputation was necessary.

January 26, 1891.—John Ferguson, of Langdon, N. H., while driving pair of horses and sled, on west main track at cross over switch at South Charlestown, was struck by train No. 76, at 10.25 P. M., and received injuries from which he died in about fifty minutes.

March 18.—George Coleman, of North Walpole, while walking on the track between the coal bin and first crossing north of it, at 5.40 P. M., stepped in front of freight train No. 2, and was run over, receiving injuries from which he died about midnight.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on Miles of Road owned.*

Number of crossings on highways at grade . . .	29
“ “ “ over railroad . . .	2
“ “ “ under railroad . . .	3
Number of highway bridges 18 feet above track . . .	2
Height of lowest bridge above the rails . . .	18 feet.
Number of crossings at which there are neither signals nor flagman . . .	29
Number of new ties laid in New Hampshire:	
Sullivan R. R. Company . . .	14,963
Tons of steel rails laid in New Hampshire . . .	140
Side tracks laid in New Hampshire . . .	2,800 feet.

BUILDINGS.

No buildings erected during the year.

NAMES AND RESIDENCES OF OFFICERS.

A. B. Harris, *President*, Boston, Mass.; W. H. Wilson, *Auditor*, Springfield, Mass.; J. Mulligan, *Superintendent*, Springfield, Mass.; H. E. Howard, *General Freight Agent*, Springfield, Mass.; E. C. Watson, *General Ticket Agent*, Springfield, Mass.; E. F. Lane, *Treasurer*, Keene, N. H.; J. H. Albin, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

A. B. Harris, Boston, Mass.; H. C. Robinson, Hartford, Conn.; C. J. Amidon, Hinsdale, N. H.; J. H. Albin, N. E. Martin, Concord, N. H.; James H. Williams, Bellows Falls, Vt.

PROPER ADDRESS OF THE COMPANY.

THE SULLIVAN COUNTY RAILROAD COMPANY,
45 BROADWAY, NEW YORK.

A. B. HARRIS,
President.

J. MULLIGAN,
Superintendent.

E. F. LANE,
Treasurer.

W. H. WILSON,
Auditor.

COMMONWEALTH OF MASSACHUSETTS.

HAMPDEN ss. SPRINGFIELD, September 16, 1891. Then personally appeared A. B. Harris, J. Mulligan, E. F. Lane, and W. H. Wilson, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

GEORGE E. FRINK,
Justice of the Peace.

REPORT

OF THE

MAINE CENTRAL RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.		
Gross earnings from operation		\$1,346,953.71
Less operating expenses		2,880,203.75
Income from operation		\$1,466,749.96
Dividends on stocks owned	\$3,621.75	
Dexter & Newport R. R.	\$300.00	
Portland & Rochester R. R.	282.00	
Portland & Ogdensburg R. R.	2,477.25	
Dexter & Piscataquis R. R.	562.50	
Miscellaneous income — less expenses	12,620.15	
Income from other sources		16,241.90
Total income		\$1,482,991.86
Deductions from income:		
Interest and funded debt accrued during the year	\$715,041.39	
Interest and discount on interest bearing current liabilities	15,987.34	
Taxes	82,480.45	
Rentals:		
European & North American R. R.	\$125,500.00	
Belfast & Moosehead Lake R. R.	36,000.00	

Dexter & Newport R. R.	\$18,000.00	
Eastern Maine R. R.	9,500.00	
Portland & Ogdensburg R. R.	145,255.32	
Dexter & Piscataquis R. R.	12,700.00	
Upper Coös R. R.	39,602.50	
Hereford R. R.	64,500.00	
	<u>\$451,057.82</u>	
Total deductions from income		\$1,264,617.00
Net income		\$218,374.86
Dividends declared, 6 per cent, on common stock		215,616.00
Surplus for the year ending June 30, 1891		\$2,758.86
Balance profit and loss account June 30, 1890, surplus		437,476.48
Total profit and loss account, surplus		\$440,235.34
Premiums on bonds sold and interest on sinking funds	\$33,805.00	
Commissions and accounts charged off	15,877.36	
	<u>17,928.24</u>	
Balance profit and loss account June 30, 1891, surplus		\$458,163.58
EARNINGS FROM OPERATION.		
Total passenger revenue		\$1,810,943.85
Mail		131,810.66
Express		70,100.00
Extra baggage and storage		15,501.58
Total passenger earnings		\$2,028,356.09
Total freight revenue		\$2,294,797.62
Total freight earnings		\$2,294,797.62
Total passenger and freight earnings		\$4,323,153.71
Other earnings from operation:		
Rents from tracks, yards, and terminals	\$23,800.00	
Total other earnings		23,800.00
Total gross earnings from operation		\$4,346,953.71

OPERATING EXPENSES.	
Maintenance of way and structures :	
Repairs of roadway	\$379,881.96
Renewals of rails	85,814.46
Renewals of ties	51,288.77
Repairs of bridges and culverts	76,064.88
Repairs of fences, road crossings, signs, and cattle guards	31,894.97
Repairs of buildings	85,822.35
Repairs of docks and wharves	3,601.34
Other expenses	12,875.68
Total	\$727,244.41
Maintenance of equipment :	
Repairs and renewals of locomotives	\$199,683.12
Repairs and renewals of passenger cars	107,164.76
Repairs and renewals of freight cars	166,156.76
Shop machinery, tools, etc.	23,097.91
Other expenses	29,232.19
Total	\$525,334.74
Conducting transportation :	
Wages of enginemen, firemen, and roundhousemen	\$226,943.49
Fuel for locomotives	388,145.74
Water supplies for locomotives	13,025.22
All other supplies for locomotives	21,609.06
Wages of other trainmen	178,919.08
All other train supplies	58,358.83
Wages of switchmen, flagmen, and watchmen	71,384.17
Expense of telegraph, including train despatchers and operators	41,510.42
Wages of station agents, clerks, and laborers	194,295.48
Station supplies	71,880.87
Car mileage — balances	86,429.01
Loss and damage	7,083.89
Injuries to persons	40,848.05
Steamboats, expenses of, including wages, fuel, and supplies	26,984.01
Other expenses	44,990.37
Total	\$1,472,407.69
General expenses :	
Salaries of officers	\$58,782.09
General office expenses and supplies	19,568.58
Advertising	12,000.12
Commissions	1,285.97
Insurance	8,330.88

Legal expenses	\$15,179.95
Stationery and printing	12,515.88
Other general expenses	27,553.44
Total	\$155,216.91
Recapitulation of expenses :	
Maintenance of way and structures	\$727,244.41
Maintenance of equipment	525,334.74
Conducting transportation	1,472,407.69
General expenses	155,216.91
Grand total	\$2,880,208.75
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Grading and masonry	\$4,214.64
Bridging	6,949.15
Superstructure, including rails	2,711.07
Lands, land damages, and fences	2,200.00
Passenger and freight stations, wood-sheds, water-stations, engine-houses, car-sheds, and turn-tables	4,415.24
Purchase of other roads:	
Sidings and yard extensions	7,603.32
Total for construction	\$30,793.42
Locomotives (4)	\$35,744.00
Freight and other cars (200)	81,000.00
Total for equipment	116,744.00
Net addition to property account for the year	\$147,537.42
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$11,692,277.38
Cost of equipment	2,043,301.36
Stock of Dexter & Newport R. R.	\$5,000.00
" Portland & Rochester R. R.	4,700.00
" Portland & Ogdensburg R. R.	79,272.00
" Dexter & Piscataquis R. R.	5,000.00
" Portland, Mt. Desert & M. Steamboat Co.	121,000.00
" Portland Union Railway Station Co.	25,000.00

Stock of Seabasticook & Moosehead		
R. R.	\$8,000.00	
" St. John Bridge	1,140.00	
" Northern Maine R. R. . .	27,503.97	
" Androscoggin R. R. lease .	768,333.33	
" European & North American R. R.	1,000,000.00	
" Portland & Ogdensburg R. R.	1,008,759.02	
" Portland & Ogdensburg R. R.		
improvement	512,516.34	
" Portland & Ogdensburg R. R.		
extension	469,442.80	
" Dexter & Piscataquis R. R.		
lease	175,000.00	
" Dexter & Piscataquis R. R.		
improvement	49,123.07	
" Upper Coös R. R. lease . .	352,885.01	
" Upper Coös R. R. extension	559,307.50	
" Hereford R. R. lease . . .	800,000.00	
" Coös & Hereford R. R. im-		
provement	100,485.90	
		\$6,072,468.94
Total permanent investments		\$19,808,047.68
Cash	\$170,296.15	
Due from agents	66,631.42	
Net traffic balance from other companies	105,677.20	
Due from solvent companies and other individuals	192,286.53	
		534,891.30
Total cash and current assets		
Other assets:		
Materials and supplies	\$533,453.34	
Sinking fund	186,578.09	
		720,031.43
Total other assets		
Total		\$21,062,970.41
Capital stock:		
Common	\$3,603,500.00	
Total capital stock		\$3,603,500.00
Capital stock of Upper Coös R. R. guaranteed		200,000.00
Funded debt, including bonds of other companies guaranteed by Maine Central R. R.		15,180,200.00
Current liabilities:		
Loans and bills payable. . . .	\$457,300.00	
Audited vouchers and accounts . .	594,585.95	
Wages and salaries	145,773.60	

Net traffic balances due to other companies	\$52,578.70	
Dividends not called for	10,706.54	
Matured interest coupons unpaid (including coupons due July 1)	120,045.73	
Rentals due July 1 charged off June 30, 1891.		
Accrued interest not yet payable	145,844.62	
Accrued rent not yet payable	68,679.69	
Androscoggin & Kennebec R. R. stock bonds	16,600.00	
Maine Central interest scrip	8,992.00	
Total current liabilities		\$1,621,106.83
Profit and loss balance		458,163.53
Total		\$21,062,970.41
CAPITAL STOCK.		
Capital stock authorized by charter	\$5,000,000.00	
Capital stock authorized by votes of company	3,603,500.00	
Capital stock issued (number of shares, 35,940); amount paid in		\$3,594,000.00
Capital stock paid in on shares not issued (number of shares, 95)		9,500.00
Total amount paid in as per books of the company		\$3,603,500.00
Total number of stockholders	604	
Number of stockholders in New Hampshire	20	
Amount of stock held in New Hampshire	\$140,400.00	
FUNDED DEBT.		
Funded debt as follows:		
Androscoggin & Kennebec R. R. bonds due September 1, 1891; rate of interest, 6 per cent		\$99,800.00
Interest paid on same during the year	\$40,623.87	
City of Bath loan due April 1, 1893; rate of interest, 6 per cent		89,700.00
Interest paid on same during the year	\$26,055.00	
City of Bangor loan due January 1, 1894; rate of interest, 6 per cent		1,000,000.00
Interest paid on same during the year	\$60,000.00	

Portland & Kennebec R. R. consols due April 1, 1895; rate of interest, 6 per cent	\$1,166,700.00
Interest paid on same during the year	\$69,855.00
Leeds & Farmington R. R. bonds due July 1, 1896; rate of interest, 6 per cent	633,000.00
Interest paid on same during the year	\$38,382.00
Maine Central 7 per cent bonds due July 1, 1896; rate of interest, 7 per cent	756,800.00
Interest paid on same during the year	\$52,783.00
Maine Central extension bonds due October 1, 1900; rate of interest, 6 per cent	496,500.00
Interest paid on same during the year	\$29,955.00
Maine Central consols due April 1, 1912; rate of interest, 7 per cent	3,907,200.00
Interest paid on same during the year	\$274,645.00
Maine Central consols due April 1, 1912; rate of interest, 5 per cent	269,500.00
Interest paid on same during the year	\$13,492.50
Maine Central consols due April 1, 1912; rate of interest, 4½ per cent	1,285,000.00
Interest paid on same during the year	\$32,186.25
Maine Central collateral trust bonds due June 1, 1923; rate of interest, 5 per cent	687,000.00
Interest paid on same during the year	\$34,350.00
Maine Shore line bonds due June 1, 1923; rate of interest, 6 per cent	42,000.00
Interest paid on same during the year	\$2,520.00
Maine Central debenture bonds due February 1, 1894; rate of interest, 5 per cent	58,000.00
Interest paid on same during the year	\$2,900.00
Maine Central sinking fund bonds due February 1, 1905; rate of interest, 6 per cent	600,000.00
Interest paid on same during the year	\$36,000.00
Maine Central improvement bonds A, due July 1, 1916; rate of interest, 4½ per cent	200,000.00
Maine Central improvement bonds B, due July 1, 1917; rate of interest, 4½ per cent	250,000.00
Interest paid on same during the year	\$19,282.50

Portland & Ogdensburg R. R. bonds due July 1, 1900; rate of interest, 6 per cent	\$800,000.00
Interest paid on same during the year	\$47,610.00
Portland & Ogdensburg R. R. bonds due November 1, 1908; rate of interest, 5 per cent	1,167,000.00
Interest paid on same during the year	\$54,350.00
Dexter & Piscataquis R. R. bonds due July 1, 1929; rate of interest, 4 per cent	175,000.00
Interest paid on same during the year	\$10,500.00
Hereford R. R. bonds due May 1, 1930; rate of interest, 4 per cent	800,000.00
Interest paid on same during the year	\$30,560.00
Upper Coös R. R. bonds May 1, 1930; rate of interest, 4 per cent	350,000.00
Interest paid on same during the year	\$14,000.00
Upper Coös extension bonds due May 1, 1930; rate of interest, 4½ per cent	347,000.00
Interest paid on same during the year	\$7,807.50
Total amount of funded debt	\$15,180,200.00
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	1,943,351
Number of passengers carried one mile	75,938,045
Average of distance carried	39.07
Total passenger revenue	\$1,810,943.85
Average amount received from each passenger . . . . .	.93186
Average receipts per passenger per mile . . . . .	.02384
Passenger earnings per mile of road	2,650.16411
Passenger earnings per train mile	1.28697
Freight traffic:	
Number of tons carried of freight earning revenue	1,741,519
Number of tons carried one mile	127,442,150.24
Average distance haul of one ton	73.17873
Total freight revenue	2,294,797.62
Average amount received for each ton of freight	1.31769
Average receipts per ton per mile . . . . .	.018
Freight earnings per mile of road	2,998.28529
Freight earnings per train mile	1.69563

Train mileage:	
Miles run by passenger trains	1,576,064
Miles run by freight trains	1,353,355
Total mileage trains earning revenue	2,929,419
Miles run by switching trains	959,085
Miles run by construction and other trains	267,069
Total train mileage	1,226,154
RATES OF FARE.	
Average rate of fare per mile received for local tickets	3.5 cents.
Average rate of fare per mile received for commutation tickets	2.63 "
Average rate of fare per mile received for mileage tickets	2.75 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies	2 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	2.13 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	1.50 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Portland to Bangor	136.6 miles.
" " Brunswick to Bath	8.9 "
" " Cumberland to Skowhegan	91.2 "
" " Leeds Junction to Farmington	36.4 "
" " Penobscot Junction to Mt. Desert Ferry	41.13 "
Double track on main line	11.00 "
Total road belonging to this company	325.23 "
Sidings and other tracks not before enumerated	99.73 "
Total length of track owned, computed as single track	424.96 "
Total length of tracks laid with steel rails	325.23 "
[Weights per yard, 67, 58, 52 lbs.]	

Roads and Branches belonging to other Companies, operated by this Company under lease or contract, the operations of which are included in this return.

European & North American R. R.	120.34 miles.
Portland & Ogdensburg R. R.	109.1 "
Androscoggin R. R.	31.00 "
Belfast & Moosehead Lake R. R.	33.13 "
Dexter & Newport R. R.	14.23 "
Dexter & Piscataquis R. R.	16.54 "
Upper Coös & Hereford R. R.	108.00 "
Eastern Maine R. R.	18.80 "
Total length of above roads	451.14 miles.
Total length of above roads in New Hampshire	99.15 "
" " " other States :	
" " " Maine	285.14 "
" " " Vermont	13.85 "
" " " Canada	53.00 "
Total miles of road operated by this company	765.37 "
Total miles of road operated by this company in New Hampshire	99.15 "
Number of stations in New Hampshire, on all roads operated by this company	23
Number of telegraph offices in same	23
Number of stations on all roads owned by this company	80

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Passenger locomotives.....	52	52	Tons.	Tons.			
Freight ".....	61	61	89	65	52	19	.....
Other ".....	26	26	55	54	5	5	.....
Total.....	139	139	.....	.....	79	.....	.....
Passenger cars.....	112	112	Lbs.	Lbs.			
Combination cars.....	13	13	48,000	40,500	112	.....	112
Baggage, mail, and express cars....	50	50	40,000	37,000	13	.....	13
			50	42,500	50	.....	50
Total.....	175	175	.....	.....	175	.....	175

	Number owned.	Total number.	Maximum weight.	Average weight.	Number equipped with train brake.	Number equipped with driving-wheel brake.	Number equipped with patent coupler.
Box freight cars (basis of 8 wheels).	912	912	Lbs. 24,200	Lbs. 22,800	.....	.....	.....
Stock freight cars	89	89	25,000	22,500	.....	.....	.....
Coal freight cars	150	150	24,000	22,000	.....	.....	.....
Flat freight cars	1,527	1,527	19,000	18,300	.....	.....	.....
Other freight cars	104	104	35,000	28,500	.....	.....	.....
Total	2,782	2,782	.....	.....	.....	.....	.....
Gravel cars in company's service...	70	70	9,400	9,250	.....	.....	.....
Derrick cars	7	7	20,000	18,800	.....	.....	.....
Caboose cars	46	46	31,600	30,600	.....	.....	.....
Total	123	123	.....	.....	.....	.....	.....

LIST OF ACCIDENTS.

	From causes beyond their own control (in New Hampshire).		From their own misconduct or carelessness (in New Hampshire).		Total in New Hampshire.		Total on whole road operated.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers .....	.....	.....	.....	.....	.....	.....	1	1
Employés..	2	.....	1	.....	3	.....	9	21
Others .....	.....	.....	1	.....	1	.....	9	6
Total	2	.....	2	.....	4	.....	19	28

STATEMENT OF EACH ACCIDENT IN NEW HAMPSHIRE.

F. L. Dow, a brakeman, was leaning from a locomotive and was struck by a passing car and killed.

Moses A. Kimball, a trespasser, walking on track, was struck by a locomotive and killed.

William E. Muir and J. W. Jarvis, brakemen, were killed in a wreck near Bemis station caused by the running away of a train, January 12, 1891.

New Bridges of over ten feet span built within the year on roads operated in New Hampshire (including those replacing old structures and those built where none before existed).

Location.		Description.	Length of spans and number of tracks.
Israels River..	New	Iron deck lattice bridge.....	All single track.
Lancaster	"	Iron through lattice bridge.....	118 ft. 6 in. c to c.
Cemetery R'd.	"	Iron through plate girder.....	305 ft. 10 in.
Stratford	"	Iron through lattice bridge.....	25 ft. 8 in.
Baldwins.....	"	Iron deck plate girder.....	262 ft. 8 in.
Johns River..	Pile bridge.....	Iron deck plate girder.....	22 ft.
Bartlett .....	.....	Iron deck plate girder.....	64 ft. 6 in.
Bartlett .....	.....	Iron deck plate girder.....	33 ft.
Bartlett .....	.....	Iron deck plate girder.....	10 ft.
Bartlett .....	.....	Iron deck plate girder.....	27 ft.

Bridges on roads operated in New Hampshire.

Total length of pile and trestle bridging:	
Wooden pile and trestle	1,792 ft. 3 in.
Iron trestle	1,002 ft. 6 in.
Number of new ties laid in New Hampshire	74,110 ties.
On Portland & Ogdensburg R. R.	18,304 "
On Quebec Division	1,350 "
On Extension	54,456 "
Tons of steel rails laid in New Hampshire, if extension of Upper Coös is counted	2,121.4
Side tracks laid in New Hampshire	4,085 feet.

BUILDINGS.

New passenger station, Crawfords.	
" " Jefferson.	
" " Riverton.	
" " Lancaster.	
" " Guildhall.	
New freight house, Conway Centre.	
" " Redstone.	
" " Sawyers River.	
Engine-house, turn-table, and coal shed, Lancaster.	

NAMES AND RESIDENCES OF OFFICERS.

Arthur Sewall, *President*, Bath, Me.; Payson Tucker, *Vice-President*, Portland, Me.; George W. York, *Auditor*, Portland, Me.; Jonas Hamilton, *Superintendent* P. & O. Division, Portland, Me.; H. W. Waldron, *Superintendent* Quebec Division, Lancaster, N. H.; W. S. Eaton, *General Freight Agent*, Portland, Me.; F. E. Boothby, *General Passenger Agent*, Portland, Me.; J. A. Linscott, *Treasurer*, Portland Me.; Josiah Drummond, *Clerk of Corporation*, Portland, Me.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Arthur Sewall, Bath, Me.; Payson Tucker, Portland, Me.; Frank Jones, Portsmouth, N. H.; Samuel C. Lawrence, Medford, Mass.; Amos Paul, South Newmarket, N. H.; Asa P. Potter, Boston, Mass.; Charles A. Sinclair, Portsmouth, N. H.; William A. French, Boston, Mass.; Joseph S. Ricker, Deering, Me.; William G. Davis, Horatio N. Jose, Portland, Me.; Thomas W. Hyde, Bath, Me.; John Ware, Waterville, Me.

PROPER ADDRESS OF THE COMPANY.

MAINE CENTRAL RAILROAD COMPANY,
PORTLAND, ME.

PAYSON TUCKER,
General Manager.
GEO. W. YORK,
Auditor.

STATE OF MAINE.

CUMBERLAND SS. November 12, 1892. Then personally appeared Payson Tucker, *General Manager*, and George W. York, *Auditor*, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

HORACE G. PARKMAN,
Justice of the Peace.

REPORT

OF THE

UPPER COÖS RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Income from lease of road	\$35,500.00
Total income	\$35,500.00
Salaries and maintenance of organization	\$500.00
Interest on funded debt accrued	14,000.00
Total deductions	14,500.00
Net income	\$21,000.00
Dividends declared, 6 per cent	21,000.00
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road	\$583,978.12
Cost of equipment	116,021.88
Total permanent investments	\$700,000.00
Capital stock:	
Common	\$350,000.00
Total capital stock	\$350,000.00
Funded debt	350,000.00
Total	\$700,000.00

CAPITAL STOCK.	
Capital stock authorized by charter	\$350,000.00
Capital stock authorized by votes of company	350,000.00
Capital stock issued (number of shares, 3,500); amount paid in	\$350,000.00
Total amount paid in as per books of the company	\$350,000.00
Total number of stockholders	7
Total number of stockholders in New Hampshire	4
Amount of stock held in New Hampshire	\$233,000.00
FUNDED DEBT.	
Funded debt, as follows :	
Bonds due October 1, 1917; rate of interest, 4 per cent	\$350,000.00
Interest paid on same during the year	\$14,000.00
Total amount of funded debt	\$350,000.00
DESCRIPTION OF ROAD OWNED.	
Main line of road from North Stratford to Beecher Falls, Vt.	22.87 miles.
Total road belonging to this company	22.87 miles.

NAMES AND RESIDENCES OF OFFICERS.

George Van Dyke, *President*, Coös, N. H.; Irving W. Drew, *General Counsel*, Lancaster, N. H.; James P. Cook, *Treasurer*, Salem, Mass.; C. B. Jordan, *Clerk of Corporation*, Lancaster, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George Van Dyke, Lancaster, N. H.; Frank Jones, Portsmouth, N. H.; Charles A. Sinclair, Portsmouth, N. H.; James P. Cook, Salem, Mass.; Enoch G. Sweatt, Woonsocket, R. I.; Irving W. Drew, Lancaster, N. H.; Charles Howard, Boston, Mass.

RAILROAD COMMISSIONERS' REPORT.

PROPER ADDRESS OF THE COMPANY.

UPPER COÖS RAILROAD,
LANCASTER, N. H.

GEORGE VAN DYKE,
President.
JAMES P. COOK,
Treasurer.
T. L. MCGOWEN,
Auditor.

REPORT

OF THE

PORTLAND & ROCHESTER RAILROAD
COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$242,366.73
Less operating expenses	191,778.79
Income from operation	\$50,587.94
Miscellaneous income — less expenses:	1,564.84
Total income	\$52,152.78
Deductions from income:	
Interest and discount on interest bearing current liabilities	\$70.98
Taxes	3,103.22
Total deductions from income	3,174.20
Net income	\$48,978.58
Back Bay improvement	\$6,029.83
Dividends declared, 6 per cent, on common stock	35,524.22
Total	41,554.05
Surplus for year ending June 30, 1891	\$7,424.53
Balance profit and loss account June 30, 1890, sur- plus	104,490.11
Balance profit and loss account June 30, 1891, surplus	\$111,914.64

EARNINGS FROM OPERATION.	
Passenger revenue	\$98,103.97
Less repayments:	
Tickets redeemed	\$100.32
Excess fares refunded	316.15
Other repayments	249.70
Total deductions	666.17
Total passenger revenue	\$97,437.80
Mail	7,257.32
Express	2,826.09
Total passenger earnings	\$107,521.21
Freight revenue	\$137,180.83
Less repayments, overcharge to shippers	2,428.20
Total freight revenue	\$134,752.63
Total freight earnings	\$134,752.63
Total passenger and freight earnings	\$242,273.84
Other earnings from operation:	
Car mileage, balance	\$92.89
Total other earnings	92.89
Total gross earnings from operation	\$242,366.73
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$36,441.06
Renewals of rails	4,166.26
Renewals of ties	3,624.82
Repairs of bridges and culverts	1,586.90
Repairs of fences, road crossings, signs, and cattle guards	1,192.49
Repairs of buildings	8,405.44
Repairs of docks and wharves	608.74
Other expenses	2,872.36
Total	\$58,898.07
Maintenance of equipment:	
Repairs and renewals of locomotives	\$14,125.61
Repairs and renewals of passenger cars	6,969.68

Repairs and renewals of freight cars	\$5,850.53
Shop machinery, tools, etc.	1,021.63
Other expenses	19.08
New equipment:	
Wrecking car, etc. \$4,900.00	
Gravel cars 2,540.00	
	7,440.00
Total	\$35,426.53
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$15,529.63
Fuel for locomotives	24,404.12
Water supplies for locomotives	514.52
All other supplies for locomotives	1,789.32
Wages of other trainmen	13,447.06
All other train supplies	896.18
Wages of switchmen, flagmen, and watchmen	5,756.62
Expense of telegraph, including train despatchers and operators	1,375.00
Wages of station agents, clerks, and laborers	13,265.58
Loss and damage	601.82
Injuries to persons and property	301.19
Other expenses	360.00
Total	\$78,241.04
General expenses:	
Salaries of officers	\$6,800.02
Salaries of clerks	4,800.00
General office expenses and supplies	204.88
Advertising	551.92
Insurance	736.89
Rentals not otherwise provided for	400.00
Legal expenses	1,848.14
Stationery and printing	1,977.86
Other general expenses	1,893.44
Total	\$19,213.15
Recapitulation of expenses:	
Maintenance of way and structures	\$58,898.07
Maintenance of equipment	35,426.53
Conducting transportation	78,241.04
General expenses	19,213.15
Grand total	\$191,778.79
Percentage of operating expenses to earnings	79.127

PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Nothing has been charged to construction or equipment during the year, all has been charged to operating expenses.	
GENERAL BALANCE SHEET, JUNE 30, 1891.	
Cost of road and equipment	\$592,070.45
Lands in Portland, Me.	\$51,839.72
" Gorham	2,286.00
" Alfred	800.00
" Westbrook	4,450.00
	<u>59,375.72</u>
Total permanent investments	\$651,446.17
Cash	\$1,082.98
Bills receivable	250.00
Net traffic balance from other companies	178.54
Due from solvent companies and other individuals	106.30
Other cash assets, advance Portland & Rochester extension	72,690.84
	<u>74,308.66</u>
Total cash and current assets	74,308.66
Other assets:	
Materials and supplies	19,230.26
Total	<u>\$744,985.09</u>
Capital stock:	
Common	\$592,070.45
Total capital stock	\$592,070.45
Current liabilities:	
Loans and bills payable	\$41,000.00
Total current liabilities	41,000.00
Profit and loss balance	111,914.64
Total	<u>\$744,985.09</u>
CAPITAL STOCK.	
Capital stock authorized by charter	\$600,000.00
Capital stock issued (number of shares, 5,918); amount paid in	\$591,800.00

Capital stock paid in on scrip issued	\$270.45
Total amount paid in as per books of the company	\$592,070.45
Total number of stockholders 93	
Number of stockholders in New Hampshire . . . 3	
Amount of stock held in New Hampshire \$1,100.00	
PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue 340,807	
Number of passengers carried one mile 3,567,600	
Average of distance carried 10.468	
Total passenger revenue	\$97,437.80
Average amount received from each passenger . . . . .	.28592
Average receipts per passenger per mile . . . . .	.02704
Passenger earnings per mile of road	2,048.02
Passenger earnings per train mile . . . . .	.85874
Freight traffic:	
Number of tons carried of freight earning revenue 181,550	
Number of tons carried one mile 6,354,804	
Average distance haul of one ton 43.615	
Total freight revenue	134,752.63
Average amount received for each ton of freight . . . . .	.74223
Average receipts per ton per mile . . . . .	.02120
Freight earnings per mile of road	2,566.71
Freight earnings per train mile	1.81177
Train mileage:	
Miles run by passenger trains	125,207
Miles run by freight trains	74,376
Total mileage trains earning revenue	199,583
Miles run by switching trains	30,546
Miles run by construction and other trains	28,278
Total train mileage	258,407
Average number of persons employed 188	

RATES OF FARE.	
Average rate of fare per mile received for local and commutation tickets	3.092 cents.
Average rate of fare per mile received for mileage tickets	2.5 "
Average rate of fare per mile received for season tickets	1.105 "
Average rate of fare per mile received from passengers on joint tickets to and from other railroads and transportation companies . . . . .	.850 "
RATES OF FREIGHT.	
Average rate per ton per mile received from freight way-billed local	4.786 cents.
Average rate per ton per mile received from freight way-billed jointly with other railroads and transportation companies	1.476 "
DESCRIPTION OF ROAD OWNED.	
Main line of road from Portland, Me. to Rochester	52.50 miles.
Main line of road in New Hampshire	3.50 "
Main line of road in Maine	49.00 "
Sidings and other tracks not before enumerated	15.53 "
Same in New Hampshire	1.50 "
Total length of track owned, computed as single track	68.03 "
Same in New Hampshire	5.00 "
Total length of tracks laid with steel rails	54.64 "
[Weights per yard, 56 and 60 lbs.]	
Total miles of road operated by this company	52.50 "
Total miles of road operated by this company in New Hampshire	3.50 "
Number of stations in New Hampshire, on all roads operated by this company	2
Number of telegraph offices in same	2
Number of stations on all roads owned by this company	17
Same in New Hampshire	1

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.	Number equipped with patent coupler.
Passenger locomotives	6	6	40	35.50	.....	.....
Freight "	3	3	47	45	7	1
Other "	1	1	27	.....	.....	.....
Total	10	10	.....	.....	.....	.....
Passenger cars	10	10	28½	25	8	8
Combination cars	4	4	.....	.....	4	4
Baggage, mail, and express cars	3	3	.....	13	3	3
Smoking car	1	1	.....	.....	.....	.....
Total	18	18	.....	.....	.....	.....
Box freight cars (basis of 8 wheels)	91	91	.....	.....	.....	.....
Coal freight cars "	20	20	.....	7½	.....	.....
Flat freight cars "	133	133	.....	7½	.....	.....
Total	244	244	.....	.....	.....	.....
Gravel cars in company's service	31	31	.....	.....	.....	.....
Derrick cars "	1	1	.....	.....	.....	.....
Caboose cars "	4	4	.....	.....	.....	.....
Other road cars "	2	2	.....	.....	.....	.....
Wrecking cars and steam shovel in company's service	1	1	.....	.....	.....	.....
Total	39	39	.....	.....	.....	.....

Number of cars in passenger equipment with 8 wheels, fitted with brakes for all wheels, 15.

Number of cars in passenger equipment with 12 wheels, fitted with brakes for all wheels, none.

GENERAL INFORMATION.

*Highway and Railroad Crossings in New Hampshire
on Miles of Road owned.*

Number of crossings on highways at grade . . .	5
Number of railroad crossings at grade . . .	2
Portsmouth, Great Falls & Conway R. R. Co. at Rochester.	
Dover & Winnepesaukee R. R. Co.	
Number of new ties laid in New Hampshire . . .	500

NAMES AND RESIDENCES OF OFFICERS.

George P. Wescott, *President*; William L. Putnam, *General Counsel*; J. W. Peters, *Superintendent*; T. F. Tolman, *General Freight Agent*; C. J. Wiggin, *General Passenger Agent*; William H. Conant, *Treasurer and Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George P. Wescott, W. L. Putnam, Nathan Webb, Portland, Me.; Joseph S. Ricker, Deering, Me.; Charles McCarthy, Jr., Portland, Me.; Stephen J. Young, Brunswick, Me.; George C. Lord, Newton, Mass.; Arthur Sewall, Bath, Me.; James T. Furber, Great Falls, N. H.

PROPER ADDRESS OF THE COMPANY.

PORTLAND & ROCHESTER RAILROAD COMPANY,
PORTLAND, ME.

GEO. P. WESCOTT,
President.

WM. H. CONANT,
Treasurer.

STATE OF MAINE.

CUMBERLAND SS. PORTLAND, October 8, 1891. Then personally appeared George P. Wescott and William H. Conant, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

E. C. HEESEY,
Justice of the Peace.

REPORT

OF THE

MOUNT WASHINGTON RAILROAD COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

GENERAL EXHIBIT FOR THE YEAR.	
Gross earnings from operation	\$28,597.75
Less operating expenses	12,479.29
Income from operation	\$16,118.46
Interest on bonds owned (\$6,000, 6 per cent consolidated bonds of Boston, Concord & Montreal R. R.)	\$180.00
Miscellaneous income — less expenses	313.90
Income from other sources	493.90
Total income	\$16,612.36
Interest and premium on \$6,000, 6 per cent consolidated bonds, October 27, 1890	\$236.00
Total deductions from income	236.00
Net income	\$16,376.36
Dividends declared, 6 per cent, on common stock	12,950.00
Surplus for the year ending June 30, 1891	\$3,426.36
Balance profit and loss account June 30, 1890, surplus	14,598.86
Balance profit and loss account June 30, 1891, surplus	\$18,025.22

EARNINGS FROM OPERATION.	
Total passenger revenue	\$28,401.75
Mail	150.00
Total passenger earnings	\$28,551.75
Total freight earnings	\$46.00
Total passenger and freight earnings	\$28,597.75
Other earnings from operation	\$313.90
Total other earnings	313.90
Total gross earnings from operation	\$28,911.65
OPERATING EXPENSES.	
Maintenance of way and structures:	
Repairs of roadway	\$2,062.82
Renewals of rails	1,065.21
Total	\$3,128.03
Maintenance of equipment	\$1,109.26
Conducting transportation:	
Wages of enginemen, firemen, and roundhousemen	\$1,757.26
Fuel for locomotives	140.78
Wages of other trainmen	945.62
All other train supplies	170.29
Wages of switchmen, flagmen, and watchmen	175.00
Expense of telegraph, including train despatchers and operators	92.00
Wages of station agents, clerks, and laborers	25.00
Freight on supplies	251.44
Housekeeper and cook	252.04
Provisions for employes	958.63
Other expenses	24.34
Total	\$4,792.40
General expenses:	
Salaries of officers	\$1,050.00
Salaries of clerks	75.00
Insurance	255.50
Stationery and printing	60.25
Total	\$1,440.75

Recapitulation of expenses :	
Maintenance of way and structures	\$3,128.08
Maintenance of equipment	1,109.26
Conducting transportation	4,792.40
General expenses	1,440.75
Grand total	<u>\$10,470.44</u>
Percentage of operating expenses to earnings	36.54

GENERAL BALANCE SHEET, JUNE 30, 1891.

Cost of road and equipment	\$139,500.00
Bonds of Boston, Concord & Montreal R. R.	6,000.00
Total permanent investments	<u>\$145,500.00</u>
Cash	\$2,025.22
Total cash and current assets	2,025.22
Total	<u>\$147,525.22</u>
Capital stock :	
Common	<u>\$129,500.00</u>
Total capital stock	\$129,500.00
Profit and loss balance	18,025.22
Total	<u>\$147,525.22</u>

CAPITAL STOCK.

Capital stock authorized by votes of company	\$129,500.00
Capital stock issued (number of shares, 1,295); amount paid in	<u>\$129,500.00</u>
Total amount paid in as per books of the company	\$129,500.00
Total number of stockholders	39
Number of stockholders in New Hampshire	21
Amount of stock held in New Hampshire	\$80,400.00

PASSENGER, FREIGHT, AND TRAIN MILEAGE.	
Passenger traffic:	
Number of passengers carried earning revenue	9,592
Number of passengers carried one mile	59,813
Average of distance carried	6.235
Total passenger revenue	\$28,401.75
Average amount received from each passenger	2.96
Average receipts per passenger per mile . . . . .	.888
Passenger earnings per train mile	8,520.51
Freight traffic:	
Three tons coal for U. S. Signal Service Station, comprises freight business.	
Average number of persons employed	25 to 30
DESCRIPTION OF ROAD OWNED.	
Main line of road from Base to Summit of Mount Washington	3.333 miles.
Main line of road in New Hampshire	3.333 "
Total road belonging to this company	3.333 "
Total miles of road operated by this company	3.333 "
Total miles of road operated by this company in New Hampshire	3.333 "
Number of stations on all roads owned by this company	2
Same in New Hampshire	2

DESCRIPTION OF EQUIPMENT.

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.
Passenger.....	6	6	12	12	6
Total	6	6	...	...	...

	Number owned.	Total number.	Maximum weight, tons.	Average weight, tons.	Number equipped with train brake.
Passenger cars.....	7	7	3	2¾	.....
Baggage, mail, and express cars.....	1	1	¼	¼	.....
Total.....	8	8	.....	.....	.....
Flat freight cars (basis of 8 wheels).....	2	2	1½	1½	.....
Total.....	2	2	.....	.....	.....
Tons of steel rails laid in New Hampshire (to replace iron track)					21,700 2240

NAMES AND RESIDENCES OF OFFICERS.

Walter Aiken, *President*, Franklin Falls, N. H.; Walter Aiken, *General Manager*, Franklin Falls, N. H.; Henry Chandler, Manchester, N. H., and George A. Fernald, Boston, Mass., *Auditors*; Edward D. Harlow, *Treasurer*, 35 Congress St., Boston, Mass.; F. E. Brown, *Clerk of Corporation*, Concord, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Walter Aiken, Franklin Falls, N. H.; James T. Furber, Boston, Mass.; John H. Pearson, Concord, N. H.; Nathaniel White, Jr., Concord, N. H.; John P. George, Concord, N. H.; Frederick Smyth, Manchester, N. H.; George A. Fernald, Boston, Mass.

PROPER ADDRESS OF THE COMPANY.

MOUNT WASHINGTON RAILROAD.

President's Office, FRANKLIN FALLS, N. H.

Treasurer's and Transfer Office, 35 CONGRESS, ST., BOSTON, MASS.

EDWARD D. HARLOW,
Treasurer.

COMMONWEALTH OF MASSACHUSETTS.

SUFFOLK ss. BOSTON, September 16, 1891. Then personally appeared Edward D. Harlow, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

HERBERT N. SMITH,
Notary Public.

STREET RAILWAY REPORTS.

REPORT

OF THE

CONCORD HORSE RAILROAD COMPANY

FOR THE YEAR ENDING DECEMBER 31, 1890.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$50,000.00
Capital stock authorized by votes of company	50,000.00
Capital stock paid (par value of shares \$100)	\$50,000.00
Number of stockholders	59
DEBT.	
Funded debt, as follows:	
First mortgage bonds due June 1, 1910; rate of interest, 5 per cent	\$50,000.00
Unfunded debt, as follows:	
Notes payable	3,000.00
Total gross debt	\$53,000.00
Amount of cash assets, viz.:	
Cash	\$784.66
Supplies	700.00
Debit balances	342.84
	1,827.50
Net debt	\$51,172.50

PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving Track, including timber, rails, etc., and laying Interest during construction, commissions, dis- counts, etc. Engineering, agencies, salaries, and other ex- penses during construction	} \$46,542.69	
EQUIPMENT.		
Total cost of equipment	\$43,446.55	
LAND AND BUILDINGS.		
Land and buildings owned by company needed in operating road	\$13,025.00	
Total amount of permanent investments	\$103,014.24	
Cash assets	1,827.50	
Total property and assets of the company	\$104,841.74	
REVENUE FOR THE YEAR.		
Received from passengers on railways operated by this company	\$21,949.37	
Received from express, sales of manure, and mis- cellaneous	303.93	
Total earnings	\$22,253.30	
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.		
Repairs of roadbed and track	\$3,839.47	
Repairs of cars and other vehicles, harness, horse- shoeing and general expenses	2,867.76	
Wages and salaries of treasurer, superintendent, and of all other persons employed in operating the road	8,643.37	
Provender and coal	4,312.13	
Insurance	321.85	
Total expenses of operating	\$19,984.58	

NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses . . .	\$2,268.72
Interest paid during the year	756.99
Surplus at commencement of year	\$8,448.96
Deduct	6,607.22
Total surplus December 31, 1890	1,841.74
INVENTORY OF EQUIPMENT DECEMBER 31, 1890.	
Thomson-Houston electric motor cars	4
Open trail cars	7
Other articles of equipment: Two steam motors, snow plows, etc.	
GENERAL BALANCE SHEET, DEC. 31, 1890.	
ASSETS.	
Construction	\$46,542.69
Equipment	43,446.55
Land and buildings	13,025.00
Cash and cash assets	1,827.50
Total assets	\$104,841.74
LIABILITIES.	
Capital stock	\$50,000.00
Funded debt	50,000.00
Unfunded debt	3,000.00
Surplus	1,841.74
Total liabilities	\$104,841.74
COPY OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING DEC. 31, 1890.	
DR.	
To expenses	\$19,984.58
interest	756.99
profit and loss account	8,118.95
balance carried forward January 1, 1891	1,841.74
	\$30,702.26

CR.	
By balance January 1, 1890	\$8,448.96
total income	22,253.30
	\$30,702.26
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	7.00 miles.
Aggregate length of switches, sidings, etc. . . .	.75 "
Total length of track, measured as single track	7.75 "
Total length of track paved	2.00 "
Weight of rail per yard, and description of rail: Steel T rail, 30 and 35 lbs.	
MILES RUN, ETC.	
Total number of miles run during the year	87,000
Total number of passengers carried in the cars	278,092
Total number of round trips for the year	10,600
Number of persons regularly employed by the company	20
Rates of fare: 6 cents, or 5 tickets for 25 cents; 10 cents, or 3 tickets for 25 cents; 17 cents, or 4 tickets for 60 cents.	

PROPER ADDRESS OF THE COMPANY.

CONCORD HORSE RAILROAD,
CONCORD, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Moses Humphrey, *President*; Moses Humphrey, *Superintendent*;
Edgar C. Hoague, *Treasurer*; Nathaniel E. Martin, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Moses Humphrey, George A. Cummings, John H. Albin, Howard A. Dodge, Concord, N. H.; Paul R. Holden, West Concord, N. H.; Dexter Richards, Newport, N. H.; George W. Abbott, Penacook, N. H.

MOSES HUMPHREY,
GEO. A. CUMMINGS,
J. H. ALBIN,

Directors.

E. C. HOAGUE,

Treasurer.

MOSES HUMPHREY,

Superintendent.

STATE OF NEW HAMPSHIRE.

MERRIMACK ss. November 30, 1891. Then personally appeared E. C. Hoague, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief. Before me,

J. H. ALBIN,

Justice of the Peace.

REPORT

OF THE

CONCORD STREET RAILWAY COMPANY

FOR SIX MONTHS ENDING JUNE 30, 1891.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter	\$150,000.00	
Capital stock authorized by votes of company	100,000.00	
Capital stock paid (par value of shares, \$100)		\$100,000.00
Number of stockholders	62	
DEBT.		
Unfunded debt, as follows:		
Notes payable		\$17,500.00
Total gross debt		\$17,500.00
Amount of cash assets, viz.:		
Cash	\$5.80	
Supplies	700.00	
		705.80
Net debt		\$16,794.20
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading	}	\$58,547.26
Track, including timber, rails, etc., and laying		
Interest during construction, commissions, discounts, etc.		
Engineering, agencies, salaries, and other expenses during construction		

EQUIPMENT.	
Cars, electric motors, and all other articles of equipment	\$45,838.92
LANDS AND BUILDINGS.	
Land and buildings owned by company needed in operating road	\$13,618.02
Total amount of permanent investments	\$118,004.20
Cash assets	705.80
Total property and assets of company	\$118,710.00
REVENUE FOR SIX MONTHS.	
Received from passengers on railways operated by this company	\$9,192.63
Received from mails and express, sales of manure, and miscellaneous	2,417.70
Total earnings	\$11,610.33
EXPENSES OF OPERATING THE RAILWAY FOR THE SIX MONTHS.	
Repairs of roadbed and track	\$2,700.87
“ of cars	
“ on buildings and general expenses	
Wages and salaries of treasurer, superintendent, and their clerks, and of all other persons employed in operating the road	7,288.57
Fuel	1,231.02
Insurance	39.00
Total expenses of operating	\$11,259.46
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$350.87
Interest paid during the year	982.61
Surplus at commencement of year	\$1,841.70
Deduct	631.70
Total surplus June 30, 1891	1,210.00

INVENTORY OF EQUIPMENT JUNE 30, 1891.	
Electric motor box cars	6
Open trail cars	7
Other articles of equipment:	
Steam motor	1
GENERAL BALANCE SHEET, JUNE 30, 1891.	
ASSETS.	
Construction	\$58,547.26
Equipment	45,838.92
Land and buildings	13,618.02
Cash and cash assets	705.80
Total assets	\$118,710.00
LIABILITIES.	
Capital stock	\$100,000.00
Unfunded debt	17,500.00
Surplus	1,210.00
Total liabilities	\$118,710.00
COPY OF PROFIT AND LOSS ACCOUNT FOR THE SIX MONTHS ENDING JUNE 30, 1891.	
DR.	
To expenses	\$11,259.46
interest	982.61
balance carried forward July 1, 1891	1,310.00
	\$13,552.07
CR.	
By balance January 1, 1891	\$1,841.78
total income	11,610.33
profit and loss account	99.96
	\$13,552.07

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings . . .	7.00 miles.
Aggregate length of switches, sidings, etc. . .	.75 "
Total length of track, measured as single track . . .	7.75 "
Total length of track paved . . .	2.00 "
Weight of rail per yard, and description of rail: Steel T rail, 30, 35, and 50 lbs. per yard.	
MILES RUN, ETC.	
Total number of miles run during six months . .	35,250
Total number of passengers carried in the cars . .	104,330
Total number of round trips for six months . .	2,665
Number of persons regularly employed by the company . . .	28
Rates of fare, 5, 10, and 15 cents.	

PROPER ADDRESS OF THE COMPANY.

CONCORD STREET RAILWAY,
CONCORD, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Moses Humphrey, *President*; George W. Peirce, *Superintendent*;
E. C. Hoague, *Treasurer*; N. E. Martin, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Moses Humphrey, George A. Cummings, John H. Albin, Concord, N. H.; Dexter Richards, Newport, N. H.; Paul R. Holden, West Concord, N. H.; Howard A. Dodge, Concord, N. H.; George W. Abbott, Penacook, N. H.

MOSES HUMPHREY,
GEO. A. CUMMINGS,
J. H. ALBIN,

Directors.

E. C. HOAGUE,
Treasurer.

GEO. W. PEIRCE,
Superintendent.

STATE OF NEW HAMPSHIRE.

MERRIMACK ss. November 30, 1891. Then personally appeared E. C. Hoague, treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief. Before me,

J. H. ALBIN,
Justice of the Peace.

REPORT

OF THE

LACONIA & LAKE VILLAGE STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

CAPITAL STOCK AND DEBT.		
CAPITAL STOCK.		
Capital stock authorized by charter	\$30,000.00	
Capital stock authorized by votes of company	30,000.00	
Capital stock paid (par value of shares, \$50)		\$30,000.00
Number of stockholders	35	
DEBT.		
Unfunded debt, as follows:		
Note payable		\$1,000.00
Total gross debt		\$31,000.00
Amount of cash assets, viz.:		
Cash	\$182.44	
Supplies	143.77	
Debit balances	49.50	
		325.71
Net debt		\$30,674.29
PERMANENT INVESTMENTS.		
RAILWAY.		
Grading and paving	}	\$12,650.04
Track, including timber, rails, etc., and laying		
Interest during construction, commissions, dis-		
counts, etc.		
Engineering, agencies, salaries, and other ex-	}	
penses during construction		

Horses	\$4,709.40
Cars	7,275.00
Other articles of equipment	2,687.00
Total cost of equipment	\$14,671.40
LAND AND BUILDINGS.	
Total cost of land and buildings	\$8,688.99
Total amount of permanent investments	\$36,010.43
Cash assets	325.71
Total property and assets of company	\$36,336.14
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks	\$1,111.95
New horses (8)	895.00
New cars (2)	1,245.00
Other equipment	16.00
Total addition to property	\$3,267.95
Net addition to property for the year	\$3,267.95
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company	\$10,577.00
Received from sales of manure	68.62
Total earnings	\$10,645.62
Income from other sources:	
Barge	\$411.50
Rents	145.00
Pigs	119.64
Advertising, etc.	42.50
	718.64
Total income from all sources	\$11,364.26
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of roadbed and track	\$497.10
Repairs of cars and other vehicles, harness, and horseshoeing	712.81

Repairs on buildings	\$2.25
Wages and salaries of president, treasurer, and their clerks	125.00
Wages and salaries of all other persons employed in operating the road	4,588.77
Provender	3,606.67
Insurance	175.56
Office expenses, and all other expenses not included above	730.89
Total expenses of operating	\$10,439.05
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$925.21
Interest accrued during the year	470.05
Dividends declared, 6 per cent for the year	1,200.00
Balance for the year, deficit	744.84
Surplus at commencement of year	\$6,080.98
Deduct	744.84
Total surplus June 30, 1891	5,336.14
INVENTORY OF EQUIPMENT, JUNE 30, 1891.	
Box-cars	4
Open cars	6
Horses	28
Harnesses (pairs of)	8
Barges	2
Sleighs	6
Other articles of equipment:	
Wagon, cart, flat car, and plow.	
Largest number of horses owned at any time during the year	28
Smallest number of horses owned at any time during the year	22
Average number of horses owned during the year	28
GENERAL BALANCE SHEET, JUNE 30, 1891.	
ASSETS.	
Construction	\$12,650.04
Equipment	14,671.40

Land and buildings	\$8,688.99
Cash and cash assets	325.71
Total assets	\$36,336.14
LIABILITIES.	
Capital stock	\$30,000.00
Unfunded debt	1,000.00
Surplus	5,336.14
Total liabilities	\$36,336.14
COPY OF PROFIT AND LOSS ACCOUNT FOR THE YEAR ENDING JUNE 30, 1891.	
DR.	
To expenses	\$10,439.05
interest	470.05
dividends	1,200.00
balance carried forward July, 1891	5,336.14
	\$17,445.24
CR.	
By balance July, 1890	\$6,080.98
total income	11,364.26
	\$17,445.24
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	2.45 miles.
Aggregate length of switches, sidings, etc. . . . .	.22 "
Total length of track, measured as single track	2.67 "
Total length of track paved . . . . .	.52 "
Weight of rail per yard, and description of rail: Street 35 lbs.; T, 25 lbs.	
Total length of railway, measured as single track, not including sidings, etc., operated by this com- pany	2.45 "

MILES RUN, ETC.	
Total number of miles run during the year . . .	56,997
Total number of passengers carried in the cars . . .	218,645
Total number of round trips for the year . . .	11,399
Number of persons regularly employed by the company	7
Rates of fare	4 and 5 cents.

PROPER ADDRESS OF THE COMPANY.

LACONIA & LAKE VILLAGE HORSE RAILROAD,
LACONIA, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Joseph C. Moore, *President*, Lakeport, N. H.; Bela S. Keniston, *Superintendent*, Laconia, N. H.; Edmund Little, *Treasurer*, Laconia, N. H.; Edmund Little, *Clerk of Corporation*, Laconia, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Joseph C. Moore, Henry Tucker, Samuel C. Clark, Lakeport, N. H.; Charles F. Stone, Perley Putnam, Edwin C. Lewis, Albert G. Folsom, Laconia, N. H.

PERLEY PUTNAM,
CHARLES F. STONE,
ALBERT G. FOLSOM,
HENRY RICKER,

Directors.

EDMUND LITTLE,

Treasurer.

BELA S. KENISTON,

Superintendent.

STATE OF NEW HAMPSHIRE.

BELKNAP ss. October 9, 1891. Then personally appeared Henry Tucker, vice-president, Edmund Little, treasurer, and B. S. Keniston, superintendent, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

WILLIE H. OSGOOD,
Justice of the Peace.

REPORT

OF THE

MANCHESTER STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$250,000.00
Capital stock authorized by votes of company	25,000.00
Capital stock paid (par value of shares, \$100)	\$25,000.00
DEBT.	
Unfunded debt	\$61,087.55
Total gross debt	\$61,087.55
Amount of cash assets, viz.:	
Cash	966.26
Net debt	\$60,101.29
PERMANENT INVESTMENTS.	
RAILWAY.	
Total cost of construction, equipment, land, buildings, and other property not charged to expense	\$47,500.00

Total amount of permanent investments as represented by capital and debt	\$85,101.32
Cash assets	966.23
Total property and assets of company	\$86,067.55
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
New horses	\$5,353.50
New cars (9)	6,810.00
Other equipment, two barges	347.00
Land and buildings	1,300.00
Total addition to property	\$13,810.50
Property sold or reduced in valuation on the books, viz.:	
Horses and material	1,223.07
Net addition to property for the year	\$12,587.43
REVENUE FOR THE YEAR.	
Received from other railways as tolls or rents	\$64,055.80
Received from sales of manure	289.75
Total earnings	\$64,345.55
Income from other sources:	
Horses sold	\$613.90
Rents	24.00
Hay	105.00
Interest	30.03
Rebate freight	14.21
Material sold	504.17
A. Q. Gage	70.07
	1,361.38
Total income from all sources	\$65,706.93
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of roadbed and track	\$4,658.54
Repairs of cars and other vehicles, harness, and horseshoeing	7,883.00
Renewal of horses, including previously purchased but paid for this year	5,353.50

Wages and salaries of president, treasurer, superintendent, and their clerks	\$2,893.75
Wages and salaries of all other persons employed in operating the road	30,048.97
Provender	16,863.22
Taxes, state and local	447.89
Rent	883.60
Interest	2,832.48
Water, gas, oil, and fuel	685.11
Insurance	654.97
Damages for injuries to persons and property	100.00
Office expenses, and all other expenses not included above	2,464.24
Total expenses of operating	\$81,816.98

INVENTORY OF EQUIPMENT.

Box-cars	18
Open cars	16
Horses	142
Harnesses (pairs of)	37
Omnibuses	2
Sleighs	1
Other articles of equipment:	
Four snow plows, 5 sleds, 1 tip cart, 1 hay cart, 1 manure wagon, 1 express wagon, and 1 Concord wagon.	
Largest number of horses owned at any time during the year	151
Smallest number of horses owned at any time during the year	142
Average number of horses owned during the year	146

GENERAL BALANCE SHEET, JUNE 30, 1891.

ASSETS.

Construction	\$47,500.00
Cash and cash assets	966.23
Profit and loss *	37,601.32
Total assets	\$86,067.55

* Representing improvements and additions charged to expense.

LIABILITIES.	
Funded debt	\$25,000.00
Surplus	61,067.55
Total liabilities	\$86,067.55
DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	9.00 miles.
Aggregate length of switches, sidings, etc. . . . .	.04 "
Total length of track, measured as a single track	9.04 "
Total length of track paved	8.75 "
Weight of rail per yard, 27 and 34 lbs.	
Total length of railway, measured as single track, not including sidings, etc., operated by this company	9.00 "
MILES RUN, ETC.	
Total number of passengers carried in the cars	1,372,966
Number of persons regularly employed by lessee	51
Rates of fare	5 cents.

STATEMENT OF EACH ACCIDENT.

January 13, 1891. — A lad by the name of William A. Wilson, while coasting in violation of the ordinances of the city of Manchester, came in collision with a car in motion and was killed.

PROPER ADDRESS OF THE COMPANY.

MANCHESTER STREET RAILWAY,
MANCHESTER, N. H.

NAMES AND RESIDENCES OF OFFICERS.

Charles Williams, *President*; N. H. Walker, *Superintendent*; C. H. Bartlett, *Treasurer*; Edwin F. Jones, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

Charles Williams, James F. Briggs, C. H. Bartlett, A. P. Olzendam, J. F. Stevens.

CHARLES WILLIAMS,
JAMES F. BRIGGS,
CHAS. H. BARTLETT,
A. P. OLZENDAM,
J. L. STEVENS,

Directors.

CHAS. H. BARTLETT,
Treasurer.

N. H. WALKER,
Superintendent.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. January 14, 1892. Then personally appeared Charles Williams, James F. Briggs, Charles H. Bartlett, A. P. Olzendam, J. L. Stevens, and N. H. Walker, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

JAMES P. TUTTLE,
Justice of the Peace.

REPORT

OF THE

NASHUA STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$150,000.00
Capital stock authorized by votes of company	20,000.00
Capital stock paid (par value of shares, \$50).	
DEBT.	
Funded debt, as follows :	
Authorized	\$150,000.00
Issued	75,000.00
First mortgage bonds due 1911 ; rate of interest, 6 per cent, unsold	56,500.00
First mortgage bonds due 1911 ; rate of interest, 6 per cent, sold	\$18,500.00
Unfunded debt	61,913.35
Total gross debt	\$80,413.35
Amount of cash assets, viz. :	
Cash	\$2,211.65
Supplies	1,800.00
Net debt	\$76,401.70
PERMANENT INVESTMENTS.	
RAILWAY.	
Total cost of construction	\$57,642.05

EQUIPMENT.	
Horses	\$11,462.15
Cars	15,624.93
Other articles of equipment	1,828.38
Total cost of equipment	\$28,915.46
LAND AND BUILDINGS.	
Land owned by company needed in operating road	\$1,000.00
Buildings owned by company needed in operating road	15,246.28
Total cost of land and buildings	\$16,246.28
Total amount of permanent investments	\$102,803.79
Cash assets	4,011.65
Total property and assets of the company	\$106,815.44
PROPERTY ACCOUNTS: CHARGES AND CREDITS DURING THE YEAR.	
Extension of tracks and paving old tracks (about 9,000)	\$27,910.71
New horses (14)	1,428.80
Other equipment (plows, wagons, harnesses, sweeper, etc.)	1,213.94
Land and buildings	2,132.69
Total addition to property	\$32,686.14
Property sold or reduced in valuation on the books, viz.:	
Horses sold (4)	145.00
Net addition to property for the year	\$32,541.14
REVENUE FOR THE YEAR.	
Received from passengers on railways operated by this company	\$24,607.50
Received from sales of manure	282.66
Income from other sources	2,391.48
Total income from all sources	\$27,281.64

EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Repairs of roadbed and track	\$47.98
Repairs of cars and other vehicles, harness, horse-shoeing	1,888.82
Repairs on buildings	252.03
Renewal of horses	145.00
Wages and salaries of president, treasurer, superintendent, and their clerks	1,521.76
Wages and salaries of all other persons employed in operating the road	10,506.81
Provender	5,929.93
Coal, gas, oil, etc.	446.70
Insurance	619.92
Damages for injuries to persons and property	225.00
Office expenses, and all other expenses not included above	1,784.64
Total expenses of operating	\$23,368.59
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses	\$3,913.05
Interest accrued during the year	2,518.44
Dividends declared (5 per cent for the year)	1,000.00
Surplus at commencement of year \$6,007.48	
Add 394.61	
Total surplus June 30, 1891	6,402.09
INVENTORY OF EQUIPMENT.	
Box-cars	7
Open cars	13
Horses	78
Harnesses (pairs of)	24
Sleighs	1
Other articles of equipment: 4 plows, 1 cart, 1 rail wagon, 1 buggy wagon, 2 sleds, 1 sweeper.	
Largest number of horses owned at any time during the year	78
Smallest number of horses owned at any time during the year	68
Average number of horses owned during the year	72

GENERAL BALANCE SHEET, JUNE 30, 1891.

ASSETS.	
Construction	\$57,642.05
Equipment	28,915.46
Land and buildings	16,246.28
Cash and cash assets	4,011.65
Total assets	\$106,815.44
LIABILITIES.	
Capital stock	\$20,000.00
Funded debt	18,500.00
Unfunded debt	61,913.35
Surplus	6,402.09
Total liabilities	\$106,815.44

COPY OF PROFIT AND LOSS ACCOUNT FOR
THE YEAR ENDING JUNE 30, 1891.

DR.	
To expenses	\$23,368.59
interest	2,518.44
dividends	1,000.00
balance carried forward June 30, 1891	6,402.09
	\$33,289.12
CR.	
By balance	\$6,007.48
total income	27,281.64
	\$33,289.12

DESCRIPTION OF RAILWAY.	
Length of railway owned by company, measured as a single track, exclusive of sidings	6 $\frac{2}{3}$ $\frac{1}{3}$ $\frac{1}{3}$ miles.
Aggregate length of switches, sidings, etc.	500 feet.
Total length of track, measured as single track	6 $\frac{2}{3}$ $\frac{1}{3}$ $\frac{1}{3}$ miles.
Total length of track paved	6 "

Weight of rail per yard, and description of rail : T, tram, and girder, 35 lbs.		
Description of the several lines or routes operated by the company :		
Main line, — Kinsley, Main, and Canal streets to Concord depot.		
West Pearl street, — From Tremont House through West Pearl, Palm, Hollis, and Hanover streets to stable.		
Main street, — From Kinsley street, south through Main street to Lawndale Garden.		
Concord street, — From Railroad square, north through Concord street to Greeley Farm.		
Cost per horse per day for feeding, bedding and shoeing		26 $\frac{7}{8}$ cents.
Cost of operation per car mile		15 $\frac{1}{2}$ "
MILES RUN, ETC.		
Total number of miles run during the year . .		151,948
Total number of passengers carried in the cars .		508,195
Total number of round trips for the year . .		37,987
Number of persons regularly employed by the company		14
Rates of fare (books of 25 tickets, \$1.00) . . .		4 and 5 cents.

LIST OF ACCIDENTS.

	From causes beyond their own control.		From their own misconduct or carelessness.		Total.	
	Killed.	Injured.	Killed.	Injured.	Killed.	Injured.
Passengers.....	2	.....	.....	.....	.....
Employees.....
Others.....

STATEMENT OF EACH ACCIDENT.

August 24, 1890. — At Main street crossing of Boston & Maine R. R., at 9.55 P. M., a switch engine struck the rear end of an open car, injuring a Mr. and Mrs. Johnson by throwing them against the seat.

NAMES AND RESIDENCES OF OFFICERS.

George H. Knowles, *President*, Boston, Mass.; George C. Mudgett, *Superintendent*, Nashua, N. H.; John D. Chandler, *Treasurer*, Nashua, N. H.; John D. Chandler, *Clerk of Corporation*.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

George H. Knowles, Boston, Mass.; John A. Fisher, John D. Chandler, William H. Knowles, Nashua, N. H.; Charles Williams, Manchester, N. H.

GEO. H. KNOWLES,
JOHN A. FISHER,
JOHN D. CHANDLER,
Directors.

STATE OF NEW HAMPSHIRE.

HILLSBOROUGH ss. February 13, 1892. Then personally appeared George H. Knowles, John A. Fisher, and John D. Chandler, and severally made oath to the truth of the foregoing statement by them subscribed, according to their best knowledge and belief.

W. W. BAILEY,
Justice of the Peace.

REPORT

OF THE

UNION STREET RAILWAY COMPANY

FOR THE YEAR ENDING JUNE 30, 1891.

CAPITAL STOCK AND DEBT.	
CAPITAL STOCK.	
Capital stock authorized by charter	\$150,000.00
Capital stock authorized by votes of company	150,000.00
Capital stock paid (par value of shares, \$100)	\$150,000.00
Number of stockholders	86
DEBT.	
Funded debt, as follows :	
First mortgage bonds due October 1, 1910; rate of interest, 6 per cent	\$100,000.00
Total gross debt	\$100,000.00
PERMANENT INVESTMENTS.	
RAILWAY.	
Grading and paving	\$250,000.00
Track, including timber, rails, etc., and laying	
Interest during construction, commissions, dis-	
counts, etc.	
Engineering, agencies, salaries, and other ex-	\$250,000.00
penses during construction	
Total cost of construction	\$250,000.00

EQUIPMENT.	
Horses (8)	\$800.00
Cars (this includes electric motors and generators)	80,421.74
Other articles of equipment	125,478.17
Total cost of equipment	\$206,694.91
LANDS AND BUILDINGS.	
Land owned by company needed in operating road	\$10,000.00
Buildings owned by company needed in operating road	33,305.09
Total cost of land and buildings	\$43,305.09
Total property and assets of company	\$250,000.00
REVENUE FOR TEN MONTHS.	
(Road commenced operation August 17, 1890.)	
Received from passengers on railways operated by this company (for 10 months)	\$31,810.71
Total earnings (for 10 months)	31,810.71
EXPENSES OF OPERATING THE RAILWAY FOR THE YEAR.	
Total expenses of operating (for 10 months)	\$16,775.45
NET INCOME, DIVIDENDS, ETC.	
Total net income above operating expenses (for 10 months)	\$15,035.26
Interest accrued during the year (for 9 months)	4,500.00
Dividends declared, 6 per cent for the year.	
Balance for the year, or surplus	\$10,535.26

GENERAL BALANCE-SHEET, JUNE 30, 1891.	
ASSETS.	
Equipment	\$206,694.91
Land and buildings	43,305.09
Receipts	31,810.71
Total assets	\$281,810.71
LIABILITIES.	
Capital stock	\$150,000.00
Funded debt	100,000.00
Surplus	10,535.26
Expenses	16,775.45
Interest	4,500.00
Total liabilities	\$281,810.71
COPY OF PROFIT AND LOSS FOR TEN MONTHS ENDING JUNE 30, 1891.	
DR.	
To expenses (for 10 months)	\$16,775.45
interest (for 10 months)	4,500.00
balance carried forward	10,535.26
	\$31,810.71
CR.	
By total income (for 10 months)	\$31,810.71
	\$31,810.71
MILES RUN, ETC.	
Total number of miles run during the 10 months	144,552
Total number of passengers carried in the cars (for 10 months)	368,668
Total number of round trips for the 10 months	11,244
Number of persons regularly employed by the company	26

PROPER ADDRESS OF THE COMPANY.

UNION STREET RAILWAY COMPANY,
DOVER, N. H.

NAMES AND RESIDENCES OF OFFICERS.

W. D. Sawyer, *President*, Dover, N. H.; James Houston, *Superintendent*; H. W. Burgett, *Treasurer*, Brookline, Mass.; Isaac F. Abbott, *Clerk of Corporation*, Dover, N. H.

NAMES AND RESIDENCES OF DIRECTORS LAST ELECTED.

W. D. Sawyer, Dover, N. H.; H. W. Burgett, Brookline, Mass.; Edward P. Shaw; Willard B. Ferguson; Isaac F. Abbott, Dover, N. H.

HENRY W. BURGETT,
WM. D. SAWYER,
ISAAC F. ABBOTT,

Directors.

HENRY W. BURGETT,

Treasurer.

STATE OF NEW HAMPSHIRE.

STRAFFORD ss. March 25, 1892. Then personally appeared Henry W. Burgett, director and treasurer, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ROBERT G. PIKE,

Justice of the Peace.

STRAFFORD ss. March 26, 1892. Then personally appeared William D. Sawyer, director, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ROBERT G. PIKE,

Justice of the Peace.

STATE OF NEW HAMPSHIRE.

STRAFFORD ss. March 28, 1892. Then personally appeared Isaac F. Abbott, director, and made oath to the truth of the foregoing statement by him subscribed, according to his best knowledge and belief.

ROBERT G. PIKE,
Justice of the Peace.

PART IV.

PUBLIC STATUTES

OF

NEW HAMPSHIRE

RELATING TO RAILROADS

IN FORCE ON AND AFTER JANUARY 1, 1892.

PUBLIC STATUTES OF NEW HAMPSHIRE

RELATING TO RAILROADS,

IN FORCE ON AND AFTER JANUARY 1, 1892.

CHAPTER 155.

RAILROAD COMMISSIONERS.

SECTION

1. Board to consist of three; who eligible to the office.
2. How appointed and removed; tenure of office, etc.
3. Duties of the clerk.
4. Office for the board provided.
5. Salaries of members, etc.
6. Board may employ assistants and incur incidental expenses.
7. Expenses to be borne by railroads; how assessed and collected.
8. Commissioners not to be stockholders of railroad corporations while in office, etc.
9. Disqualification of members to sit in the decision of questions.
10. Substitute for disabled or disqualified member, how appointed.
11. Duties of the board.
12. To investigate accidents.
13. To fix maximum rates for transportation of persons and freight.

SECTION

14. To make recommendations as to repairs, etc., when and how.
15. To institute proceedings against railroads for violating the laws, etc.
16. To investigate certain complaints, when and how.
17. Legal liability of corporations not impaired by request or advice of board.
18. Proprietors of railroads required to furnish information to board, what and when.
19. Penalty for refusal or neglect.
20. Witnesses; how summoned; how compelled to testify; fees.
21. Commissioners may administer oaths.
22. Board to prescribe nature and form of annual reports of railroad directors to the board.
23. Annual reports of board to the legislature.

SECTION 1. There shall be a board of railroad commissioners consisting of three competent persons. No person who owns railroad stock, or who is employed by a railroad corporation, or who is otherwise interested in one, shall be eligible to the office. No more than two members shall be appointed from one political party.

SECT. 2. The members of the board shall be appointed by the governor, with advice of the council; and any member may be removed by the same authority whenever the public good requires it. One member shall be appointed each year to succeed a member whose term of office expires on the first day of October of that year, and shall hold office for three years from that date unless sooner removed. The chairman of the board shall be appointed and commissioned as such. Whenever a vacancy occurs, an appointment shall be made for the unexpired part of the term.

SECT. 3. The board shall choose from its members a clerk, who shall keep a full and accurate record of the proceedings of the board, and shall serve such notices and perform such other duties as the board may direct.

SECT. 4. The board shall be provided with an office in the state house, or in some other suitable place in the city of Concord, in which its records, documents, and books shall be kept.

SECT. 5. The annual salary of the chairman shall be twenty-five hundred dollars, that of the clerk twenty-two hundred dollars, and that of the other member two thousand dollars, and shall be paid from the state treasury in equal quarterly payments. They shall have free transportation over the railroads in the state. They shall not be entitled to other compensation for any act done in their official capacity.

SECT. 6. The board may expend not exceeding one thousand dollars annually in employing stenographers, experts, accountants, and others whose assistance they may require in the performance of their duties, in procuring necessary books, maps, statistics, stationery, and other supplies, and in defraying the incidental expenses of the office, and the same shall be paid from the state treasury. Any person so employed by them shall have free transportation over the railroads in the state while traveling in the performance of the duties of such employment.

SECT. 7. The expenses of the board, including the salaries of its members, shall be borne by the railroad corporations in proportion to their gross receipts. The board of equalization, on or before the first day of October in each year, shall apportion the same among the corporations and assess upon each its just proportion thereof, according to its gross receipts for the year ending on the thirtieth day of the preceding June. Such assessments shall be collected as the railroad taxes are collected.

SECT. 8. No member of the board shall become a stockholder or otherwise interested in any railroad corporation doing business in the state, nor shall render any professional service for, or be directly or

indirectly a party to, any contract with any such corporation, except a contract for the transportation of persons or property; nor shall he be a member of a firm which renders such service or is a party to any such contract; nor shall he directly or indirectly receive any commission, bonus, discount, present, or other special benefit whatsoever from any such corporation while he remains in office. It shall be the duty of the governor and council to forthwith remove any member who shall violate any of these provisions.

SECT. 9. No member shall sit upon the hearing of any question which the board is to decide in a judicial capacity who would be disqualified for any cause, except exemption from service, to act as a juror upon the trial of the same question between the same parties in an action at law. This shall not be construed to apply to inquests in accident cases.

SECT. 10. If a member shall be disabled, or shall be disqualified to act in any particular case pending before the board, the governor, upon application, shall appoint a commissioner to take his place. The commissioner so appointed shall be paid from the state treasury ten dollars a day for his services, and shall have free transportation over the railroads of the state while traveling in the performance of his duties. His account for services shall be audited and allowed by the governor and council.

SECT. 11. The railroad commissioners shall have general supervision of all railroads within the state. They may prescribe the forms in which the accounts of railroad corporations shall be kept. They shall keep informed as to the physical condition of the roads; as to the manner in which they are operated, with reference to the requirements of the laws and to the security and accommodation of the public; as to the financial condition of the corporations to which they belong; and as to their receipts and expenditures. They shall examine the railroads at least once each year, and the books, accounts, and papers of the corporations from time to time as they may have occasion in the performance of their duties.

SECT. 12. They shall investigate the causes of all accidents happening upon the railroads of the state, resulting in the loss of life, and of all other accidents so happening which, in the opinion of the board, ought to be investigated.

SECT. 13. They shall fix the maximum charges to be made by the proprietors of railroads within the state for the transportation of persons and freight, and shall change the same from time to time as the public good shall require, subject to existing limitations. The rates so fixed shall be binding upon the proprietors.

SECT. 14. Whenever the commissioners are of opinion that repairs

of a railroad are necessary, or that there should be additions to its rolling stock, or that new stations should be built or existing ones should be changed or repaired, or that the rates for transporting persons or freight should be changed, or that there should be changes in the mode of operating the railroad or of conducting its business, they shall so inform the proprietors of the railroad, in writing, and of the nature and extent of the improvements, repairs, or changes which they think ought to be made, and shall insert in their next annual report an account of their proceedings and recommendations.

SECT. 15. Whenever, in the judgment of the commissioners, the proprietors of a railroad are violating or neglecting to comply with any law of the state in respect to railroads or with any lawful direction given to them by the board, they shall give notice thereof, in writing, to such proprietors; and if the violation or neglect shall continue after such notice, the board shall forthwith present the facts to the attorney-general, or may institute and prosecute in the behalf and at the expense of the state, such proceedings as in the opinion of the board will insure compliance with the laws.

SECT. 16. If the mayor and aldermen of a city, or the selectmen of a town, or twenty or more legal voters of a city or town, within which a part of a railroad is located, shall make complaint in writing to the board that the condition of the road is not suitable or that it is not operated according to law, the board shall appoint a time and place of hearing upon such complaint and give reasonable notice thereof to the petitioners and the proprietors of the road, and, after hearing the parties, shall adjudge whether the complaint is well founded. The board shall give notice of the decision to the parties, and shall insert an account of the proceedings and decision in the next annual report of the board.

SECT. 17. No request or advice of the board shall impair the legal duties and obligations of a railroad corporation, or its liability for the consequences of its acts or negligence, or the acts or negligence of its officers, agents, or servants.

SECT. 18. The proprietors of every railroad within the state shall exhibit their books, accounts, and papers to the board, and allow the board to examine them whenever requested; and shall furnish to the board a copy of any lease or contract existing between the proprietors and others in respect to their railroad, and any information concerning the condition, management, and operation of their railroad, and the financial standing of their corporation, which the board calls for, within a reasonable time after the call is made.

SECT. 19. If the proprietors of a railroad refuse or neglect to comply with any of the provisions of the preceding section, or with any

lawful directions given by the board, they shall forfeit a sum not exceeding one thousand dollars for every such refusal or neglect.

SECT. 20. Any commissioner may summon witnesses in behalf of the state, to appear before the board to testify in cases investigated by it. If a witness so summoned fails to appear or to give testimony in accordance with the summons, any justice of the supreme court, in term time or vacation, upon application of the board, shall compel the witness to attend before the board and testify, as if he had been duly summoned to testify before the court in an action there pending. The fees of witnesses so summoned shall be the same as of witnesses before the supreme court and shall be paid from the state treasury.

SECT. 21. The commissioners are severally authorized to administer oaths to witnesses appearing before them, and to persons having occasion to take oaths in the course of official business with the board.

SECT. 22. The board shall prescribe what information the annual reports to be made by the proprietors of railroads to the board shall contain, and the form of such reports, and shall seasonably furnish the proprietors with blanks upon which to make them. It may, from time to time, make changes in regard to the information required and the form of the reports, but in such cases it shall give the proprietors seasonable notice thereof, so that they may adapt their accounts to the new requirements and be able to readily give the information desired.

SECT. 23. The board shall file with the secretary of state, on or before the first day of December in each year, their annual report to the legislature, which shall contain an account of their doings during the year, a statement of the expenses incurred by the board during the year, abstracts of the annual reports made by the proprietors of railroads to the board, statistical and other information showing the relations of the railroads to the business interests and prosperity of the state, and such suggestions and recommendations as they think will promote the public good.

CHAPTER 156.

FORMATION OF RAILROAD CORPORATIONS; UNION OF RAILROAD
CORPORATIONS; LEASES AND EXTENSIONS.FORMATION OF A RAILROAD CORPO-
RATION.

SECTION

1. Twenty-five or more persons may associate together to form a railroad corporation.
2. Articles of agreement to set forth, what.
3. Corporate name.
4. Capital stock; par value of shares.
5. Record and filing of articles of agreement.
6. Provisional corporation and its franchises.
7. Limitation of provisional corporation.
8. May apply to court for determination of public necessity.
9. A judge authorized to make an order of notice upon the petition.
10. Questions of fact, how determined.
11. Notice of hearing before commissioners or referees, how given.
12. Hearing and report.
13. Courts, decision and record.
14. Provisional corporation becomes railroad corporation, how; certificate of establishment.
15. First meeting, how called.
16. Franchises forfeited as to those portions of road not built within three years.
17. May increase its capital stock, etc.

BUILDING OF EXTENSIONS AND
BRANCHES.

18. Railroad corporations may build extensions and branches, how.
19. Same subject.
20. Limitation of authority.

LEASES.

21. Leases of railroads, how made.

UNION OF TWO OR MORE RAILROAD
CORPORATIONS.

22. How formed.

SECTION

23. Agreement; record thereof; corporate powers.
24. First meeting of new corporation, how called.
25. Right to vote in meetings of new corporation.
26. Capital stock of new corporation.
27. Dividends limited.

DISSENTING STOCKHOLDERS.

28. Corporations may apply to supreme court to have the value of the rights of, determined.
29. Hearing to be appointed, and notice.
30. Dissenting stockholder may be heard.
31. Judge to determine value of stock, etc.
32. Payment or tender of sums awarded.
33. Petitioner then becomes the owner of the right of the stockholder.
34. Transfer of title in case of lease or union.
35. Appeal, how claimed.
36. Notice of appeal; jury trial.
37. Judgment and execution.

GENERAL PROVISIONS.

38. Corporation not to locate over route of other corporation, when, etc.
39. Principal place of business, etc., to be within the state.
40. Corporation may hire money to settle with stockholders.
41. To sell its stock, when, and how.
42. Increase of rates prohibited, etc.
43. Provisions of this chapter not to impair certain existing rights.
44. Rights of foreign corporations in respect to leases, etc.
45. Rights of state in leasing or uniting corporations, preserved.

FORMATION OF A RAILROAD CORPORATION.

SECTION 1. Twenty-five or more persons, a majority of whom are residents of this state, may associate together by articles of agreement, for the purpose of forming a corporation to construct, maintain, and operate a railroad.

SECT. 2. The articles of agreement shall set forth the name of the corporation; the termini of the proposed railroad; its length, as nearly as may be; the name of each city, town, and county through or into which its route will extend; its guage; the amount of the capital stock of the corporation; the appointment of seven at least of the subscribers to act as directors of the corporation until others are chosen, a majority of whom shall be residents of the state; and a provision that each subscriber will take the number of shares of the capital stock set opposite to his name and will pay the par value thereof, subject to the condition that he shall not be bound to pay more than ten per cent of the amount of his subscription unless the corporation is established. The articles shall be signed by the associates and each shall affix to his signature his residence, post-office address, and the number of shares of the capital stock which he agrees to take.

SECT. 3. The corporate name shall be one that is not in use by any other corporation in the state; and it shall not be changed except by the legislature.

SECT. 4. The capital stock of the corporation shall not be less than six thousand dollars for each mile of the proposed railroad if the guage thereof is to be three feet or less, and not less than fifteen thousand dollars each mile if the guage is to be more than three feet. It shall be divided into shares of one hundred dollars each.

SECT. 5. When the full amount of the capital stock has been subscribed in good faith by responsible parties, the directors shall cause the articles of agreement to be recorded in the office of the secretary of state, and a true copy thereof, attested by a majority of the directors, to be filed in the office of the clerk of each city and town through or into which the route of the proposed railroad will extend.

SECT. 6. The subscribers to the articles of agreement, and their assigns, shall thereupon become and be a corporation (herein termed the provisional corporation) having the following franchises, and no other: 1. Authority to organize and to elect officers and agents; 2. Authority to make necessary surveys for the proposed railroad and to enter upon any land for that purpose; 3. Authority to take all other preliminary steps required in the formation of a railroad corporation.

SECT. 7. If the provisional corporation shall not take the neces-

sary steps and become a railroad corporation within two years after the time of the record of its articles of agreement in the office of the secretary of state, its existence as a corporation shall terminate.

SECT. 8. The provisional corporation may file in the office of the clerk of the supreme court in any county through or into which the route of its proposed railroad will extend a petition to the court for a decision of the question, whether the public good requires the proposed railroad.

SECT. 9. Any justice of the court, in term time or vacation, upon application by the petitioner and without notice to other parties, shall order such notice to be given of the petition as he deems reasonable, returnable at the next regular or adjourned law term of the court for which it is practicable to give the notice.

SECT. 10. At the term to which the order of notice is made returnable, if it appears to the court that sufficient notice of the petition has been given, and that all preliminary steps have been taken and the capital stock has been subscribed by responsible parties, in good faith, with the intention of building the road, and if no sufficient objection is made, the court shall refer the petition to the board of railroad commissioners or to a board of three referees appointed by the court, as they shall deem best, to find and report the facts bearing upon the petition.

SECT. 11. The board to whom the petition is referred shall appoint a time and place of hearing, and shall give notice thereof by causing a copy of the petition and of their order thereon to be given to the attorney-general of the state or to be left at his abode fourteen days before the day of hearing, and like copies to be posted in two or more public places in each city and town through or into which the route of the proposed railroad will extend, thirty days at least before the day of hearing, and by causing like copies to be published in one or more newspapers published in Concord and in each of the counties which will contain any portion of the proposed railroad.

SECT. 12. The board shall hear all parties who are interested and desire to be heard, and shall make report of their doings and findings to the regular or adjourned law term of the court holden next after their last hearing.

SECT. 13. The court shall thereupon, after hearing such parties as desire to be heard, decide the questions raised by the petition, and cause a record of their decision to be made.

SECT. 14. If they decide that the public good requires the proposed railroad, the secretary of state, upon receipt of a copy of such decision, shall issue to the corporation a certificate substantially in the following form :

THE STATE OF NEW HAMPSHIRE.

Be it known that whereas ——— have associated themselves together with the intention of forming a corporation under the name of the ———, for the purpose of locating, constructing, maintaining, and operating a railroad (description of road as in articles of agreement), and have complied with the laws of the state relating thereto; therefore I, ———, secretary of state, do hereby certify that the said persons, their associates and successors, are legally established as a corporation under the name aforesaid, having all the powers and privileges, and being subject to all the duties, liabilities, and restrictions of similar corporations under the laws of this state.

In witness whereof I have hereunto subscribed my name and affixed the seal of state this ——— day of ———, in the year

[L. s.]

———, secretary of state.

The secretary of state shall record such certificate in connection with the articles of agreement previously recorded in his office. The provisional corporation shall thereupon become a railroad corporation having all the powers and privileges, and being subject to all the duties, liabilities, and restrictions, of similar corporations, except so far as the same are limited or enlarged by this chapter.

SECT. 15. The directors may call a meeting of the subscribers to the capital stock of the corporation for the purpose of adopting by-laws and completing a permanent organization, and give such notice thereof as they deem reasonable.

SECT. 16. All the franchises and rights of a corporation so established as to any portion of its railroad which is not completed ready for operation at the end of three years from the date of its certificate of establishment shall be forfeited.

SECT. 17. The corporation may from time to time increase its capital stock as may be necessary to raise money to construct and equip its railroad, and may change the gauge thereof, provided it also increases its capital stock to correspond with the new gauge established. It shall file with the secretary of state forthwith a certified copy of every vote passed for such purposes, and the increase of capital or change of gauge shall not be authorized until the copy is so filed.

BUILDING OF EXTENSIONS AND BRANCHES.

SECT. 18. If a railroad corporation desires to build an extension of its railroad, or a branch railroad, it may file in the office of the clerk of the supreme court of the county in which its principal office is located, a petition to the court for a determination of the question,

whether the public good requires the building of such extension or branch. The petition shall set forth the termini, gauge, general description, and probable cost of such extension or branch. The court, at a regular or adjourned law term, after notice and finding of the facts, and a hearing of the parties, as provided in sections nine, ten, eleven, twelve, and thirteen of this chapter, shall determine the question so presented.

SECT. 19. If the court determine that the public good requires the building of the extension or branch, the corporation shall file a copy of the petition and of the decision of the court thereon in the office of the secretary of state, and shall thereupon have authority to locate and take necessary lands therefor as in other cases, to build and operate the same, and to raise the money for the construction and equipment of such branch or extension by increasing its capital stock, or by issuing its bonds or notes, within the limits prescribed by law.

SECT. 20. Authority obtained under the provisions of the two preceding sections must be exercised within two years after the decision of the court is made; and no part of an extension or branch shall be built under such authority after the expiration of that time.

LEASES.

SECT. 21. Any railroad corporation may lease its railroad, railroad property, and interests to any other railroad corporation for such length of time and upon such terms as may be agreed to by the lessor and lessee corporations at meetings of their respective stockholders properly notified and held for the purpose, by a two-thirds vote of all the stock represented and voting at such meetings.

UNION OF TWO OR MORE RAILROAD CORPORATIONS.

SECT. 22. If two or more railroad corporations, at meetings of their respective stockholders, properly notified and held for the purpose, have agreed by a two-thirds vote of the stock represented and voting at such meetings, to unite and form a single corporation, they may apply by petition to the supreme court for a determination of the question, whether the public good will be promoted by such union; and if the court, at a regular or adjourned law term, after notice and finding of the facts, and a hearing, as provided in sections nine, ten, eleven, twelve, and thirteen of this chapter, shall determine that the public good requires such union, and that stockholders of the respective corporations, at meetings duly held for the purpose, have voted in favor of it as aforesaid, they shall authorize the union to be made.

SECT. 23. In such case, the corporations shall make and execute an agreement setting forth the terms of the union, and shall cause the same, together with the decision of the court authorizing the union, to be recorded in the office of the secretary of state ; and from and after such record, the stockholders in the uniting corporations assenting thereto, together with their associates and successors, shall be members of the new corporation ; and the new corporation shall have all such rights, powers, and privileges, and be subject to all such obligations and liabilities as shall be necessary and proper to consummate the agreement of union and to vest in itself the corporate franchises and property of the uniting corporations, and it shall thereafter hold and possess all such franchises and property, subject to the duties and liabilities of the corporations forming the union, or any of them.

SECT. 24. The first meeting of the new corporation shall be called by the presidents of the corporations which united to form it, or by either of them, by publishing a notice of the time and place of meeting and of the subjects to be there acted upon, in one or more newspapers published in each county through or into which the railroads of the uniting corporations extend.

SECT. 25. Until stock of the new corporation has been issued to assenting stockholders, they shall have the right to vote in meetings of members of the new corporation as if stock had been issued to them according to the agreement of union, and they were the holders thereof.

SECT. 26. The capital stock of the new corporation shall not exceed the sum of the capital stocks of the uniting corporations actually issued and paid for at par at the time of the union.

SECT. 27. The new corporation shall not divide to its stockholders in dividends a greater sum than the aggregate sum which the uniting corporations together were authorized to divide to their stockholders.

DISSENTING STOCKHOLDERS.

SECT. 28. If any stockholder in a railroad corporation which has voted to build an extension or branch, or which has become a party to a lease or to a contract of union under the provisions of this chapter, shall dissent from the building of such extension or branch, or from such lease or union, the corporation in which he is a stockholder in the case of building an extension or branch, or of a lease, or the new corporation in case of union, may apply by petition to any justice of the supreme court, in term time or vacation, setting forth the action of the corporation in respect to the matter dissented

from, the names and residences of all the stockholders of the petitioning corporation, so far as known,—designating those who have assented to the action taken, those who have dissented therefrom, and those who have not expressed their assent or dissent,—and praying that the court may determine the value of the stock, interest, or property right taken of dissenting stockholders or of any stockholder who may be entitled to have the value of his stock, interest, or property right taken, determined, and for such other relief as the petitioner may desire.

SECT. 29. Such justice shall fix a time and place for a hearing upon the petition, in term time or vacation, and shall order the petitioner to give notice thereof by publishing the petition, or the substance of it (not including the names of stockholders), in such newspapers as the justice may order, and by mailing postpaid to each nonassenting stockholder whose name and residence is known, a copy of the petition and order (not including the names of stockholders), at least fourteen days before the day of hearing.

SECT. 30. At the time and place so appointed, such justice, or some other justice of the court, shall attend, and if it appears that the order of notice has been complied with, shall proceed with the hearing. Any nonassenting stockholders may appear and be heard upon the questions before the court affecting their rights. If any such stockholder is a minor, or an insane person and has no guardian, the justice shall appoint a guardian *ad litem* for such person, and the petitioner shall pay such guardian for his services and disbursements in the proceedings.

SECT. 31. After hearing the parties, the justice shall determine the value of the stock, interest, or property right taken of all stockholders who are entitled to have compensation for their stock, interest, or property right taken, and shall make and enforce all orders that may be necessary to secure to dissenting and other stockholders all their rights under the constitution and laws. He shall file his award with the clerk of the supreme court in the county of Merrimack.

SECT. 32. The petitioner shall forthwith pay or tender the sums so awarded to the stockholders entitled thereto. If for any reason it is impracticable to make or tender such payment, or if a stockholder refuses to receive the sum awarded to him when tendered, the petitioner shall deposit the money with the state treasurer, to be held by him in trust for the use of, and to be paid upon demand to, the parties respectively to whom the same has been awarded.

SECT. 33. Whenever the petitioner has made such payment or tender and deposit, the stock, interest, or property right of the stockholder shall become the property of the petitioner, and any justice of

the court, in term time or vacation, may make and enforce such orders as may be necessary to secure the same to the petitioner.

SECT. 34. Whenever the petitioner has made payment or tender and deposit of all sums thus awarded, the lessee corporation, or the new corporation, as the case may be, shall become possessed and seized of the property, franchises, and rights named in the contract of lease or union, in accordance with the terms thereof, and any justice of the court, in term time or vacation, may make and enforce any orders that may be necessary to perfect the title.

SECT. 35. Any stockholder who is aggrieved by the award of the justice may appeal therefrom by filing in the office of the clerk of the supreme court for the county of Merrimack, notice of his appeal, within thirty days after the award is filed. The justice who made the award, upon application of the appellant, shall direct the appeal to be entered at a trial term of the court to be held in the county in which the appellant resides or in which the principal office of the appellee is located, as he shall think best.

SECT. 36. The appellant shall give notice to the appellee of his appeal and of the court at which it will be entered, fourteen days at least before the beginning of such term; and the court shall thereupon assess the value of his stock, interest, or property right taken, by a jury.

SECT. 37. If upon such trial the amount of the award is increased, the stockholder shall have judgment and execution against the appellee therefor, with interest and costs; if it is decreased, the appellee shall have judgment and execution for such decrease.

GENERAL PROVISIONS.

SECT. 38. No corporation shall locate a railroad upon or over any portion of a route for which a charter of any other corporation was upon the fourteenth day of September, 1883, and still is, existing, and under which a location has not been made, until it has been made or until the time limited in the charter for the location has expired; and no corporation shall locate a railroad upon or over any portion of a location made by any other corporation, except so far as may be necessary for connections and crossings.

SECT. 39. The principal place of business of every corporation formed under the provisions of this chapter, and the offices of the superintendent and other officers who have the general management of the business of the corporation, shall be within this state.

SECT. 40. A corporation may hire money to settle with its dissenting stockholders, provided its indebtedness is not thereby increased beyond the limit authorized by law.

SECT. 41. Whenever a corporation becomes the owner of any of its stock, under the provisions of this chapter, it shall sell or retire the same within two years after it becomes such owner. Unless it can sell the same at private sale for as much as it cost the corporation, it shall make the sale by auction, and may make it in the Boston market.

SECT. 42. The rates for fares and freights upon and over a railroad leased under the provisions of this chapter, or upon and over a railroad passing into the possession of a new corporation formed by a union of two or more corporations, shall not be increased above the rates that were in existence on the twenty-fourth day of July, 1889; and a reasonable and just reduction of rates shall be made from time to time to meet the decrease in operating expenses occasioned by a lease or union.

SECT. 43. Nothing in this chapter contained shall be construed to impair the right which any railroad corporation has to unite with another corporation, or to become a party to a contract for the lease of a railroad.

SECT. 44. Foreign railroad corporations operating roads within this state shall have the same rights for the purposes of operating, leasing, or uniting with other roads as if created by the laws of this state.

SECT. 45. The rights of the state as to any corporation, its franchises or property, shall not be impaired by any contract of lease or union made by it.

CHAPTER 157.

RAILROAD CORPORATIONS AND THE PROPRIETORS OF RAILROADS.

SECTION

1. Railroads are public.
2. Railroads built, etc., only by grant of legislature.
3. Railroad corporations, etc., public.
4. Proprietors of a railroad, who are.
5. Laws affecting proprietors bind the corporations.
6. Powers of railroad corporations.
7. Power to hold real estate.
8. Map, profile, etc., of new railroads to be filed in office of secretary of state.
9. Duties of proprietors of a railroad.
10. Interchange of business between connecting railroads.

SECTION

11. Every corporation to control the motive power upon its road.
12. If corporations disagree, supreme court to determine terms of such interchange.
13. Penalty for non-compliance with the court's decision.
14. Corporations may contract for operation of railroads.
15. No title by adverse possession acquired by or against a railroad corporation.
16. To keep full records, accounts, etc.
17. Annual reports to be made to the board of railroad commissioners.

SECTION

18. Errors therein to be corrected, how and when.
19. Excess of net receipts above ten per cent, to be paid to state treasury, when.
20. Tolls may be altered by legislature, when.
21. Assistant treasurer of railroad corporation, when to be appointed.
22. Treasurer to furnish assistant treasurer copy of what records.

SECTION

23. Dividends, where payable.
24. Railroads in other states, when not required to have assistant treasurers in this state.
25. Treasurer or assistant treasurer to transmit information to state treasurer, what and when; penalty for neglect.
26. Bonds sold at a discount not affected by usury.

SECTION 1. Railroads, being designed for the public accommodation like other highways, are public and subject to the control of the legislature at all times.

SECT. 2. They can be laid out, built, maintained, and put in operation only by virtue of express grants of the legislature, or of authority derived from the legislature.

SECT. 3. All corporations established by law for the construction and maintenance of railroads are public, and trustees and others in whom a railroad is vested are public agents, so far as the security and protection of public rights and interests are concerned.

SECT. 4. The term "proprietors of a railroad" includes the corporation to which the railroad was originally granted, the corporation into whose possession it may have passed, the assignees or trustees to whom it may have been mortgaged, and any company or persons to whom it may have been conveyed.

SECT. 5. Railroad corporations are bound by all laws affecting the proprietors of railroads.

SECT. 6. Railroad corporations have the general powers granted to other corporations, and the special powers granted to them by their charters and the general laws of the state.

SECT. 7. Any railroad corporation may purchase, hold, and convey real estate lying near to or adjoining its railroad, not exceeding in value five per cent of its capital stock.

SECT. 8. Whenever a railroad or a branch or extension of a railroad has been finished and opened for public use, the corporation by which it was constructed shall, within one year thereafter, file in the office of the secretary of state a map and profile thereof, with tables of grade and curvature and a statement of the other characteristics of the road, certified by its president and its engineer, in such form as the board of railroad commissioners may prescribe.

SECT. 9. The proprietors of a railroad shall keep their railroad in good repair, shall not discontinue it nor any part of it, shall discharge their duties in carrying passengers and freight agreeably to

the proper object and purpose of such railroad, and shall in all things conform to the requirements of the laws.

SECT. 10. Every railroad corporation shall, at reasonable times and for reasonable compensation, draw over its railroad the cars, passengers, and freight delivered to it by any other corporation whose railroad connects with its railroad, and which is authorized to enter on and use the same, or which is authorized to use the railroad of any corporation having such authority, and the cars, passengers, and freight destined for such connecting railroad, and it shall provide convenient and suitable depot accommodations for such passengers and freight.

SECT. 11. No railroad corporation shall be required to allow the use of any motive power other than its own, upon its railroad.

SECT. 12. If the corporations cannot agree upon the terms and conditions for making such interchange of business, or if two corporations operating roads of different gauges cannot agree in regard to the accommodations to be furnished at their junction point or the interchange of their business, the supreme court, upon petition of either party after notice to the other, shall hear the parties and shall determine all questions arising between them in regard to such interchange and accommodations, having reference to the convenience and interests of the corporations and of the public. The decision of the court shall be binding upon the parties for one year, and until the court, upon like petition, notice, and hearing, shall revise or alter the same.

SECT. 13. If either party shall not comply with the decision of the court, it shall forfeit one thousand dollars for each month's neglect, for the use of the other party.

SECT. 14. Two or more railroad corporations may contract that either corporation shall perform all the transportation of persons and freight upon and over the railroads owned and controlled by the others.

SECT. 15. No title to any real estate or to any interest therein shall be acquired by or against the proprietors of a railroad by adverse possession, however exclusive or long continued.

SECT. 16. The proprietors of every railroad shall keep a full record of all their doings and exact accounts of all their receipts and expenditures, and when required shall submit their records, accounts, papers, and files to the inspection of the legislature and its committees, and of the railroad commissioners.

SECT. 17. They shall, on or before the fifteenth day of September in each year, transmit to the board of railroad commissioners, upon blanks furnished by the board, a report for the year ending on the

thirtieth day of the preceding June, containing such information as the board shall require, and sworn to by the president and treasurer of the corporation. The accounts of the corporation shall be closed on the thirtieth day of June of each year, preparatory to making such report.

SECT. 18. If such report is defective or erroneous, the board shall give the proprietors notice thereof, and they shall, within fifteen days thereafter, transmit to the board a corrected report.

SECT. 19. In every year when the net receipts of a railroad corporation exceed the average of ten per cent on its expenditures from the beginning of its operations, the excess shall be paid into the treasury of the state, until otherwise directed by the legislature.

SECT. 20. Whenever the net income of a railroad corporation for any year exceeds ten per cent upon its capital stock, the legislature may alter and revise the rates of toll for freight and passengers as they may deem just.

SECT. 21. If the treasurer of any railroad corporation in the state does not reside and keep his office in the state, the corporation shall appoint an assistant treasurer, who shall reside in the state and shall keep his office at the principal place of business of the corporation therein.

SECT. 22. In such case, the treasurer shall furnish to the assistant treasurer a true copy of his records made in compliance with the provisions of section twelve of chapter one hundred and forty-eight of the Public Statutes, and of all entries made therein, forthwith after they are made; and the assistant treasurer shall enter such copies in books provided for the purpose, and shall keep the same in his office.

SECT. 23. All dividends due to stockholders of a railroad corporation whose road is wholly or partially within the state shall be payable at the office of the treasurer or assistant treasurer in the state, unless otherwise requested by the stockholders.

SECT. 24. The provisions of the three preceding sections shall not apply to a railroad corporation existing in another state, a part of whose road is in this state, unless such part is represented by capital stock made and issued under the authority of this state.

SECT. 25. The treasurer of every railroad corporation, any part of whose road is in this state, shall transmit to the state treasurer, on or before the first day of June in each year, a list of the stockholders of the corporation residing in each town of the state, on the first day of April preceding, giving the number of shares owned by each, with a certificate, under oath, that the list is correct. Every treasurer who neglects to comply with the provisions of this section shall forfeit one hundred dollars.

SECT. 26. No railroad corporation shall be exonerated from the payment of any bond or obligation issued by the directors in pursuance of authority given at any legal meeting, by reason of any discount made to the purchaser thereof in accordance with the unanimous vote of the corporation.

CHAPTER 158.

LAYING OUT RAILROADS.

SECTION

1. Routes to be surveyed, and roads laid out, by proprietors.
2. Grantees may make necessary surveys.
3. Located by permanent monuments.
4. Land taken, how described.
5. Road may be located in whole or in parts.
6. Change of location upon petition of stockholders, when and what.
7. Change of location upon petition of aggrieved landowner, when and what.
8. Grantees may obtain deeds.
9. May apply for appraisal of damages.
10. No appraisal of land damages to be made while petition for change of location is pending.
11. Hearing to be appointed; notice to be given, what.
12. Notice of beginning of hearing, etc., sufficient.
13. Selectmen to be notified, and join in appraisal.
14. Appraisal, how made and reported.
15. Return of damages to town clerk.
16. Damages, how assessed if railroad commissioners and selectmen are unable to agree.

SECTION

17. Appeal, by whom, when, and how claimed, etc.
18. Damages to be paid before entry.
19. Damages, how paid if owner unknown.
20. Proprietors to recover the amount of the reduction of damages upon appeal.
21. Costs upon appeal, what.
22. No action before entry, nor after location changed.
23. Location of existing road may be changed, how.
24. Rights of parties; new location discontinuance of old.
25. Land may be appraised and set off, after road built.
26. Proprietors of railroad may take land for depots, yards, side-tracks, etc.
27. Remedies and procedure in such cases.
28. Right to remove obstructions at crossing may be taken, when and how.
29. Remedies and procedure in such cases.
30. Branch railroads by permission of selectmen.

SECTION 1. The funds for the construction of railroads being derived mainly from the proprietors, and the profits derived from the tolls and income thereof being payable to them, their routes shall be surveyed and the roads laid out, in the first instance, by their agents.

SECT. 2. The grantees to whom the legislature has granted the right to construct and maintain a railroad, by virtue of a special charter or of the general laws, may enter upon any land which falls within their route, and by their agents and engineers may make such surveys as they deem necessary.

SECT. 3. They shall locate the route for their railroad where they deem it most suitable, establishing at convenient distances, not exceeding one mile apart, permanent monuments easily ascertainable, and shall make a return of their location with reference to such monuments to the office of the secretary of state.

SECT. 4. Such return shall describe the location of the road by courses and distances with reference to such monuments, the width of the land located, the quantity of land of each owner proposed to be taken, and the name of the owner, if known. The width of the land located shall not exceed six rods, with necessary additions for excavations and embankments, unless the corporation has special legislative authority to make it wider.

SECT. 5. They may locate and lay out the road in its entire course at one time, or in parts at different and successive times, as they shall deem conducive to the interests of all concerned.

SECT. 6. If stockholders of the corporation, holding one tenth of its capital stock, are dissatisfied with the location, they may apply by petition to the railroad commissioners for a change of the same; and the commissioners shall give notice to the corporation and all others interested, by publication, and, after due hearing and examination, shall make such changes in the location as the public good may require.

SECT. 7. If any owner of land over which the road is located is aggrieved by the location, he may, at any time before his damages are assessed, apply by petition to the railroad commissioners for a change of the location; and they shall give notice upon such petition and hear the parties, as provided in the preceding section, and shall make like changes in the location.

SECT. 8. The corporation, either before or after such location, may obtain deeds, or bonds for deeds, of any lands which it deems necessary for its road, or of the right of way over the same.

SECT. 9. If from any cause it does not obtain such deeds, it may apply by petition to the railroad commissioners to appraise the damages occasioned to the owners of such lands by the railroad.

SECT. 10. No appraisal of damages to landowners shall be made after a petition for a change of location has been presented to the railroad commissioners, until such question has been decided.

SECT. 11. The railroad commissioners shall appoint a time and

place of hearing upon such petition, and the chairman of the board shall cause notice thereof, in writing, to be given to the several owners and parties interested in the land over which the railroad is located who have not given deeds as aforesaid, as selectmen are required to give notice to owners of land in highway cases.

SECT. 12. Notice of the time and place of the beginning of such hearing and of the distance to be examined shall be sufficient in all cases.

SECT. 13. The railroad commissioners shall give notice of the hearing to the selectmen of the town in which the land lies; and the railroad commissioners and such selectmen, being met, shall constitute a joint board for such appraisal.

SECT. 14. They shall examine the place, hear the parties, and make report of their proceedings, in the same manner as county commissioners are required to do in the case of highways, except that the report shall be filed in the office of the secretary of state.

SECT. 15. The railroad commissioners shall certify the damages awarded to landowners in each town to the town clerk of such town, within ten days after making the award; and the clerk shall note upon such certificate the date of its receipt, and keep it on file.

SECT. 16. If the railroad commissioners and selectmen are unable to agree upon an appraisal in case of any landowner, any justice of the supreme court, in term time or vacation, upon application by the proprietors of the railroad or by the landowner, shall appoint three disinterested men, resident in the county, to make such appraisal, who shall proceed as to the same in all respects as the joint board of commissioners and selectmen is authorized to do in other cases.

SECT. 17. If either party is aggrieved by the award of the joint board or of the referees mentioned in the preceding section, such party, within sixty days after the report was filed in the office of the secretary of state, and not after, may file in the office of the clerk of the supreme court of the county in which the land is situated, a petition to have the landowner's damages assessed by a jury, upon which petition the clerk shall issue an order of notice returnable to the court; and after the order has been complied with, the court shall assess such damages by a jury unless the parties agree upon a different method.

SECT. 18. The damages awarded to a landowner shall be paid or tendered to him, if he is known and resident in the state, before the proprietors of the railroad shall enter on his land to construct their road, except by his consent. If an appeal is taken, the proprietors shall also file in the office of the clerk of court in the county in which the land is situated reasonable security to the satisfaction of

one of the justices of the supreme court for the payment of any further damages and of the costs which may be awarded to the landowner upon the appeal.

SECT. 19. If the landowner or his residence is unknown, or if he is a minor and has no guardian, or is not resident in the state, the damages awarded shall be paid to the state treasurer for his use, before the land can be rightfully entered upon.

SECT. 20. If the landowner's damages are reduced upon appeal, the proprietors of the railroad shall have judgment and execution against the landowner for the amount of such reduction if he has taken the damages tendered to him; but if he has not taken such damages, the proprietors may retain the amount of such reduction from the tender, or, if the damages have been paid to the state treasurer, the proprietors shall be entitled to have such reduction returned to them by the treasurer.

SECT. 21. If the result of an appeal is to change the award of damages in favor of the appellant, the appellant shall recover costs; otherwise, shall pay costs.

SECT. 22. No action shall be brought for damages before entry upon the land; and if the location of the road shall be changed before the land is entered upon for the purpose of building the road, no damages shall be paid.

SECT. 23. The location of a railroad already built may be changed by the railroad commissioners upon petition of the proprietors thereof, after notice to all persons interested, a hearing, and an award of damages to persons injured by the change.

SECT. 24. The rights of all parties shall be the same in such case as in case of an original appraisal. The change of location shall be a discontinuance of the part abandoned, but the proprietors may be allowed by the commissioners a limited time to remove their fixtures therefrom.

SECT. 25. If land occupied by a railroad was not laid out and the damages appraised at the time of its construction, the road shall not be obstructed, but the land may be set off and the damages appraised as should have been done originally; and the costs of the proceeding shall be assessed by the railroad commissioners and paid by the proprietors of the railroad.

SECT. 26. The proprietors of a railroad may take and hold such land as may be necessary for yards, side tracks, woodsheds, repair shops, turn-tables, gravel pits, engine, car, and freight houses, and depots, and for making provisions to supply their buildings and engines with water, by filing a location thereof as provided for filing the location of a railroad, and by giving a copy of such location to

the owner of the land, if known and resident in the state, fourteen days at least before application shall be made for an appraisal of the damages, and if such owner is unknown, or does not reside in the state, by publishing such copy in some newspaper published in the county in which the land is situated.

SECT. 27. In such cases, the parties shall have like remedies for a change of location and for the appraisal of land damages as in the case of taking land for a railroad, with the same right of appeal and the same procedure thereon.

SECT. 28. Whenever it is necessary for the public safety, the proprietors of a railroad may take the right to remove trees, bushes, and other obstructions located so near to a crossing of their railroad by a highway or private way, situated outside the thickly settled portions of a town or city, as to obstruct the view of the crossing, or so near to a curve in their road so situated as to obstruct the view of the road, and the right to keep the land free from such obstructions, by filing a location of the land in which the right is taken, including a particular description of the right taken, and by giving notice thereof to the landowner, as provided for the cases mentioned in section twenty-six.

SECT. 29. In such cases, the parties shall have like remedies for a change of location, including a modification of the right taken, and for an appraisal of damages, as in the case of taking land for a railroad, with the same right of appeal and the same procedure thereon, with the following addition: If the landowner is dissatisfied with the location and the right taken, and applies to the railroad commissioners for a change thereof, he shall have the right to have the question of public necessity determined by them; and he may appeal from their decision in respect to the location as from a decision in respect to damages, and the proprietors of the railroad shall take no steps to exercise the right while such appeal is pending.

SECT. 30. Branch railroads, for the purpose of obtaining gravel, timber, or other material for the railroad, or for the accommodation of individuals, may be constructed and maintained across any highway by the permission of the selectmen, if the same do not obstruct the public travel.

CHAPTER 159.

CROSSINGS, STATIONS, FENCES, BRIDGE GUARDS, AND DAMAGE FROM FIRE.

GENERAL STATEMENT OF DUTY.

SECTION

1. Duty of proprietors to provide stations, crossings, etc.

GRADE CROSSINGS.

2. Grade crossings prohibited, when.
3. Action to be taken if proprietors fail to comply.
4. Warning signs, at what crossings to be maintained.
5. Form of signs.
6. Whistling and bell ringing at grade crossings.
7. Railroad commissioners may fix maximum speed over grade crossings.
8. Occupancy of grade crossings by proprietors of railroad, limited.
9. Penalty for violation of provisions of two preceding sections.
10. Duty of engineer when approaching a grade crossing over another railroad.
11. Penalties for violation of provisions of preceding section.
12. Street railway cars prohibited from crossing steam railroad tracks without stopping.

CHANGES IN HIGHWAYS TO AVOID GRADE CROSSINGS, ETC.

13. Proprietors of railroad may change grade of a highway at a crossing, or erect gates, when.
14. May change location of highway to avoid or improve a crossing, when.
15. Towns may require crossing to be upon different grades, etc.

SECTION

16. Penalty for neglect.
17. Proprietors may appeal to commissioners, etc.
18. May take land for making changes in highway, how.

CATTLE GUARDS, ETC., FOR ACCOMMODATION OF INDIVIDUALS.

19. Railroad commissioners to hear and decide on passes, etc.
20. Penalty for not making passes, etc.

STOPPING PLACES AND DEPOTS.

21. To be established, when.
22. Penalty for neglect.

FENCES AND CATTLE GUARDS.

23. Proprietors to maintain fences and cattle guards.
24. Upon neglect, they may be built by owner of adjoining land.
25. When proprietors may erect fences at the expense of others.

BRIDGE GUARDS.

26. To be erected and maintained.
27. Penalty for neglect.
28. Punishment for injury to bridge guards.

FIRES ORIGINATING FROM LOCOMOTIVES.

29. Proprietors liable for, when.
30. They have an insurable interest in exposed property.
31. Owner's insurance inures to the benefit of proprietors, how and when.

GENERAL STATEMENT OF DUTY.

SECTION 1. It shall be the duty of the proprietors of every railroad to provide suitable crossings, stations, and other facilities for the accommodation of the public, and suitable gates, crossings, cattle passes, and other facilities for the accommodation of persons whose lands are divided, or are separated from a highway, by a railroad.

GRADE CROSSINGS.

SECT. 2. No railroad hereafter constructed shall cross another railroad, a highway, or other way at grade without the consent in writing of the board of railroad commissioners is first obtained.

SECT. 3. If the proprietors of a railroad neglect to comply with the requirements of the preceding section, the board of railroad commissioners may subsequently approve the crossing made by the proprietors, or may order them to make such changes therein as the public good requires. If the proprietors fail to comply with such order, they may be fined not exceeding one thousand dollars.

SECT. 4. The proprietors of every railroad shall maintain warning signs at every grade crossing over a highway except those at which gates are maintained, or a flagman is employed.

SECT. 5. Such signs shall be constructed upon a uniform pattern, to be determined by the board of railroad commissioners; but signs already in use that are legible may be continued in use until there is occasion for their renewal.

SECT. 6. Whenever a locomotive approaches within eighty rods of a grade crossing over a highway, two long and two short whistles immediately following each other shall be given, and the bell shall be rung until the locomotive has passed the crossing, except that there shall be no whistling at those crossings in cities and villages where the board of railroad commissioners, upon petition, have decided that whistling is not necessary.

SECT. 7. The board of railroad commissioners, upon petition, notice, and hearing, may regulate the speed at which the proprietors of a railroad may run their engines and cars over the grade crossing of any highway in or near the compact part of a town; and such proprietors shall not run their engines and cars at a greater speed.

SECT. 8. The proprietors of a railroad shall not occupy a grade crossing over a highway by their engines and cars more than five minutes at one time, without authority from the board of railroad commissioners. Such board, upon petition, notice, and hearing, may fix the maximum time for such occupancy, not exceeding nine minutes, and may establish such regulations in relation thereto as the public accommodation requires. Any person aggrieved by a decision of the board may appeal therefrom to the supreme court within sixty days after the decision is made.

SECT. 9. If the proprietors of any railroad violate the provisions of either of the two preceding sections, or of any order of the board of railroad commissioners made thereunder, they shall be fined not exceeding fifty dollars for each offense.

SECT. 10. The engineer of every locomotive drawing a passenger train, when approaching a grade crossing over another railroad at which no signalman is stationed, shall stop his train at least five hundred feet from the crossing, and shall then proceed slowly over the crossing; but one stop shall be sufficient for all such crossings located within six hundred feet of each other upon the same road.

SECT. 11. Every engineer who violates the provisions of the preceding section shall forfeit one hundred dollars for each offense, and the proprietors of the railroad on whose road the offense is committed shall forfeit two hundred dollars.

SECT. 12. If a street railway company shall permit its cars to cross the track of a steam railroad without coming to a full stop immediately before crossing, it shall be fined one hundred dollars for each offense.

CHANGES IN HIGHWAYS TO AVOID GRADE CROSSINGS, ETC.

SECT. 13. The board of railroad commissioners, upon petition of the proprietors of a railroad, after notice and hearing, may authorize such proprietors to raise or lower a highway or other way where it is crossed by a railroad, for the purpose of having it pass above or below the railroad, or for the purpose of further separating the grades of the two roads; and the proprietors may thereupon make the changes so authorized.

SECT. 14. The board, upon like proceedings, may authorize the proprietors of a railroad to change the location of a highway or other way for the purpose of avoiding or improving a crossing of the highway by the railroad, or of enabling them to properly construct their railroad; and the proprietors, whenever so authorized, may make such changes.

SECT. 15. A town may, by vote, require the proprietors of a railroad to raise or lower a highway where it is crossed by their railroad, so that it will be sufficiently above or below the railroad to safely accommodate the travel upon both, or to erect and maintain gates across the highway, by the sides of the railroad, or to station a flagman there.

SECT. 16. If the proprietors shall not comply with such vote to the satisfaction of the selectmen of the town within six months after receiving a copy of it, they shall forfeit one hundred dollars for each month's neglect, unless they shall make application to the board of railroad commissioners as provided in the following section.

SECT. 17. They may, within sixty days after receiving a copy of the vote, apply by petition to the board of railroad commissioners for an examination of the crossing and a decision of the question

whether the public good requires the change proposed, or any other change, to be made; and the commissioners, after notice and hearing, and after examining the crossing, shall make such order in respect thereto as they adjudge the public good requires; and if the proprietors do not comply with such order, they may be fined not exceeding one thousand dollars.

SECT. 18. The proprietors may take and hold such land or rights in land as may be necessary to enable them to make changes in highways as authorized or required by this chapter, by filing a location thereof, as provided for filing the location of a railroad; and the parties shall have like remedies for a change of location and for the appraisal of damages as in such case.

CATTLE GUARDS, ETC., FOR ACCOMMODATION OF INDIVIDUALS.

SECT. 19. If the owner of land and the proprietors of a railroad are not agreed upon the place, number, or kind of cattle guards, passes, or crossings to be constructed for his accommodation, either party may apply to the board of railroad commissioners, who, after notice, hearing, and examination, shall determine the number, places, time, and manner of construction of the same.

SECT. 20. If the proprietors do not construct such cattle guards, passes, and crossings within the times limited by the commissioners, and do not pay the costs adjudged to be paid by them, upon request, they shall forfeit twenty-five dollars for each month's neglect.

STOPPING PLACES AND DEPOTS.

SECT. 21. The board of railroad commissioners, upon petition of the selectmen or of twenty or more legal voters of a town, after notice and hearing, may order the proprietors of a railroad to establish such stopping places or depots in the town as they find that the public good requires, within a time by them limited, and to stop trains at such stopping places or depots.

SECT. 22. The proprietors of a railroad shall forfeit one hundred dollars for each month's neglect to comply with such order, for the use of the town.

FENCES AND CATTLE GUARDS.

SECT. 23. The proprietors of every railroad shall erect and maintain a sufficient fence upon each side of their road, except at the crossings of public highways; and at every such crossing they shall construct and maintain, upon each side of the highway, sufficient cattle guards or fences to prevent cattle from passing upon their road.

SECT. 24. If the proprietors of any railroad neglect to erect or maintain fences, as provided in the preceding section, the owner of adjoining land may give notice thereof to any agent of the proprietors, and if the fence is not erected or made sufficient within twenty days, such owner may build or repair it and recover of the proprietors twice the expense of so doing, in an action on the case.

SECT. 25. If any person has agreed to repair or maintain such fence and neglects to do so, the proprietors of the railroad may rebuild the same and recover the expense of so doing of such person in an action on the case.

BRIDGE GUARDS.

SECT. 26. The proprietors of every railroad shall erect and maintain bridge guards at each end of every bridge or other structure erected less than eighteen feet above the track of their railroad, the character and location of which shall be approved by the board of railroad commissioners.

SECT. 27. If the proprietors of any railroad shall fail to comply with the provisions of the preceding section, they shall forfeit fifty dollars for each month of continuance in such failure.

SECT. 28. If any person shall willfully destroy or injure any such bridge guard he shall be fined not exceeding one hundred dollars, or be imprisoned not exceeding thirty days.

FIRES ORIGINATING FROM LOCOMOTIVES.

SECT. 29. The proprietors of every railroad shall be liable for all damages to any person or property by fire or steam from any locomotive or other engine upon their road.

SECT. 30. Such proprietors shall have an insurable interest in all property situate upon the line of their road which is exposed to such damage, and they may effect insurance thereon for their own benefit.

SECT. 31. Such proprietors shall be entitled to the benefit of any insurance effected upon such property by the owner thereof, less the cost of premium and of expense of recovery. The insurance shall be deducted from the damages if recovered before the damages are assessed, or if not, the policy shall be assigned to the proprietors, who may maintain an action thereon.

CHAPTER 160.

PASSENGERS, FREIGHT, AND RAILROAD POLICE.

GENERAL PROVISIONS.

SECTION

1. Proprietors of railroads to furnish reasonable and equal facilities, etc., to all persons upon same terms.
2. Penalty for violation.
3. Table of rates for transportation to be posted; rates to be uniform; not to be raised until after notice.

PASSENGERS.

4. Season, mileage, and excursion tickets.
5. Free transportation to whom limited.
6. Conductors to collect fares or tickets, and remove passengers not paying.
7. Penalty for evading payment of fare.
8. Noisy or disorderly passengers, punishment of; how detained.
9. Penalty upon conductor, etc., for not collecting fare.

SLEEPING AND PARLOR CARS.

10. Proprietors of sleeping and parlor cars common carriers.
11. Occupant of lower berth may require upper berth to remain open, when.
12. Penalty for violation of provisions of preceding section.

HEATING PASSENGER CARS.

13. Method of heating passenger, mail, and baggage cars.
14. Penalty for violation of provisions of preceding section.

BAGGAGE.

15. Passengers' baggage to be carried.
16. Proprietors responsible for safety of baggage; remedy for default.

SECTION

17. Penalty for reckless or willful injury or destruction of baggage.
18. Railroads to post copy of preceding sections in depots.

FREIGHT CHARGES.

19. Freight charges regulated.
20. Penalty.

TRANSPORTATION OF MILK.

21. Tariff for transportation of milk, when to be established.
22. Board of railroad commissioners may establish tariff on milk, when.
23. Penalty for refusal or neglect to transport milk according to tariff so fixed.

TRANSPORTATION OF SOLDIERS, ETC.

24. For the state.
25. For the United States.

SALES OF UNCLAIMED FREIGHT.

26. Unclaimed meats, fruits, grains, etc., may be sold by common carrier, how.
27. Other property may be sold, how.

RAILROAD POLICE OFFICERS, ETC.

28. Return of sale; application of proceeds.
29. Employés may be appointed police officers; tenure of office.
30. Copy of record of appointment to be filed, where.
31. Officers to wear a badge, except when on duty as detectives.
32. Their powers and duties.
33. Compensation; liability for official misconduct.
34. Their powers to cease, when.
35. Loiterers about station houses, etc., may be fined, when.
36. Limitation of prosecutions.

GENERAL PROVISIONS.

SECTION 1. The proprietors of every railroad shall furnish to all persons reasonable and equal terms, facilities, and accommodations

for the transportation of persons and property over their railroad, and for the use of depots, buildings, and grounds in connection with such transportation, and for the interchange of such traffic at points of connection with other railroads.

SECT. 2. If the proprietors of any railroad shall not comply with the provisions of the preceding section, they shall be fined not exceeding one thousand dollars for each offense, and shall be liable to the party injured for his damages in an action on the case.

SECT. 3. The proprietors of every railroad shall cause to be posted in their depots a table of prices for the conveyance of persons and property between the stations on their road and between such stations and the stations of other railroads with which they have a business connection. The rates shall be the same for all persons and for like descriptions of freight between the same points; and shall not be raised until after thirty days' notice posted as aforesaid.

PASSENGERS.

SECT. 4. Season and mileage tickets may be sold at reduced rates; and special rates may be established for passengers to attend agricultural fairs and public meetings, for parties of pleasure, and for military and other organized bodies.

SECT. 5. No person shall ride upon a car or train who has not paid, or does not pay on demand, the established fare, except the following: Stockholders going to and returning from stockholders' meetings; the directors, superintendent, treasurer, and clerk of the proprietors; the directors, superintendent, treasurer, and clerk of the proprietors of other railroads with which their road has a connection; persons in charge of mails and expresses; and poor persons and persons in misfortune who are unable to pay the fare and to whom passes have been granted.

SECT. 6. The conductors shall promptly collect of passengers not entitled to ride free the established fares or the tickets showing that they have been paid. If any such passenger shall not pay his fare or give up to the conductor a ticket showing payment thereof, the conductor may remove him from the train at some passenger station on the road, and may require others to aid him. If any person refuses or neglects to give such aid when required, he shall be fined not exceeding twenty dollars.

SECT. 7. If a person fraudulently evades or attempts to evade the payment of the established fare by giving a false answer to the collector thereof, or by traveling beyond the point to which he has paid, or by leaving the train without having paid the fare, or by any other means, he shall be fined not exceeding ten dollars for each offense.

SECT. 8. If a passenger or other person behaves in a noisy or disorderly manner upon a railroad train, he shall be fined not exceeding twenty dollars, or be imprisoned not exceeding six months for each offense. The conductor, baggage-master, or brakemen of the train may remove such person to the baggage car and there detain him until he arrives at his destination or until he is placed in the custody of an officer for lawful detention.

SECT. 9. If a conductor, ticket-master, or other officer of a railroad shall knowingly violate any provision of this chapter relative to fares, he shall be fined not exceeding fifty dollars, and shall be incapable of holding any office or any employment on the railroad.

SLEEPING AND PARLOR CARS.

SECT. 10. All persons, companies, and corporations operating sleeping or parlor cars in this state are common carriers.

SECT. 11. Whenever a person pays for the use of a double lower berth in a sleeping car, he shall have the right to direct whether the upper berth shall be opened or closed, unless the upper berth is actually occupied by some other person; and it shall be the duty of the proprietors of the car, and of the persons in charge of it, to comply with such direction.

SECT. 12. If any person or corporation shall violate the provisions of the preceding section, such person or corporation shall be fined not exceeding two hundred dollars.

HEATING PASSENGER CARS.

SECT. 13. No passenger, mail, or baggage car, except when in mixed trains composed of passenger and freight cars, shall be heated by common stoves or by any method of heating that has not been approved in writing by the board of railroad commissioners, or that is not permitted by them in the making of experiments.

SECT. 14. If the proprietors of a railroad violate the provisions of the preceding section they shall be fined not exceeding five hundred dollars.

BAGGAGE.

SECT. 15. Every passenger, in consideration of the fare paid by him, shall be entitled to have a reasonable amount of personal baggage carried by the same train on which he goes; but if such baggage exceeds in value one hundred dollars, the proprietors of the railroad shall not be liable for its loss or damage beyond that sum, unless notice is given to them of its value and an extra charge is paid for the risk.

SECT. 16. The proprietors of every railroad shall be responsible for the safe transportation of all such baggage and for its delivery at the station for which the same was received, and in default thereof shall be liable to pay the owner the damage sustained, after the expiration of thirty days from the time notice of the loss or injury is given to some officer, agent, or servant of the proprietors.

SECT. 17. If any baggage-master, brakeman, express agent, stage-driver, hackman, porter, or other person whose duty it is to handle, remove, or take care of baggage of passengers or travelers, shall recklessly or willfully injure or destroy any trunk, valise, box, package, or parcel, while loading, transporting, unloading, delivering, removing, or storing it, he shall be fined not exceeding twenty dollars, for the use of the complainant, or be imprisoned not exceeding six months, or both.

SECT. 18. The proprietors of every railroad shall cause a copy of the preceding section to be kept posted at every depot on their railroad.

FREIGHT CHARGES.

SECT. 19. No railroad corporation shall charge or receive for the transportation of freight to any station on its road in this state a greater sum, including terminal charges, than is at the same time charged or received for the transportation of the like class and quantity of freight from the same original point of departure to a station in this state at a greater distance in the same direction on its road. This provision shall apply to corporations operating two or more connecting railroads in this state as if the railroads belonged to or were operated by a single corporation.

SECT. 20. If any railroad corporation shall violate the provisions of the preceding section, it shall be fined not exceeding five hundred dollars and shall be liable to the party injured for all damages sustained by reason of such violation. No such action shall be maintained unless it is brought within two years from the date of the violation.

TRANSPORTATION OF MILK.

SECT. 21. Every railroad corporation which shall contract with any person for the transportation of milk in large quantities over any portion of its railroad shall establish a tariff for the transportation of milk by the can over the same portion of its railroad with fairly proportionate advantages and facilities in every respect; but the receipt of milk in large quantities by a railroad corporation from another railroad corporation at the point of intersection of their railroads, and the transportation of the same over a part of its railroad,

shall not be deemed to require the corporation to establish a tariff under the foregoing provision.

SECT. 22. In such case, if a railroad corporation shall not establish a tariff for the transportation of milk by the can, or if any person is aggrieved by the tariff established, the board of railroad commissioners, upon petition, after notice and hearing, shall establish such tariff as they shall deem to be fairly proportionate to the rates charged by the corporation for the transportation of milk in large quantities, and shall notify the corporation thereof.

SECT. 23. If a corporation shall refuse or neglect to transport milk by the can at the tariff rates so fixed by the board of railroad commissioners, it shall forfeit to the person tendering such milk the sum of ten dollars for each can which it so refuses or neglects to transport.

TRANSPORTATION OF SOLDIERS, ETC.

SECT. 24. The proprietors of railroads shall, in time of war, insurrection, or invasion, transport soldiers, munitions of war, and other property of the state over their roads, when required by its officers and agents, at such rates as the governor and council shall impose, if the parties do not agree.

SECT. 25. They shall transport soldiers, munitions of war, and other property of the United States, and the mails of the United States, when required by the proper officers and agents, at such rates as the governor and council shall impose, if the parties do not agree, and the United States shall submit the matter to their decision.

SALE OF UNCLAIMED FREIGHT.

SECT. 26. The proprietors of a railroad, or any common carrier, may sell by auction or private sale any fresh fish, fresh meat, fruits, vegetables, grains, or other quickly perishable articles that have been transported by them and have not been removed by the owner or consignee within a reasonable time after their arrival at destination, and notice of the arrival has been given to him.

SECT. 27. They may sell by auction any other property that has been transported by them and has not been removed by the owner or consignee within one year after its arrival at the place of destination. In such case, they shall post a notice of the time and place of the sale and of the articles to be sold, in two or more public places in the town where the property is situated, seven days at least before the day of sale, and if the value of the property exceeds one hundred dollars, they shall publish a like notice in some newspaper published in that or some neighboring town.

SECT. 28. They shall make a statement of their doings in making the sale, of the proceeds thereof, of the charges and expenses incident thereto, and of their charges against the consignee or owner, and shall cause the same to be recorded in the town clerk's office; and they shall pay on demand the balance of the proceeds above such charges to the owner of the property or to the person entitled thereto.

RAILROAD POLICE OFFICERS, ETC.

SECT. 29. The selectmen of a town, or the mayor and aldermen of a city, may, upon petition of a railroad corporation having a passenger station within the limits of such town or city, appoint as many of the employes of such corporation as they may deem proper, police officers, to act as railroad police, for the purposes and with the powers herein set forth. Such police officers shall hold office during the pleasure of the selectmen, or mayor and aldermen, unless their powers shall be terminated as hereinafter provided.

SECT. 30. A copy of the record of the appointment of such railroad police officers shall be filed by the clerk of the corporation upon whose petition they were appointed, with the clerk of each town or city through or into which the railroad runs, and in which it is intended that they shall act; and the filing of such copy shall constitute the persons named therein railroad police officers within such towns or cities.

SECT. 31. Every railroad police officer shall, when on duty, except as a detective, wear a metallic badge in plain view, with the words "railroad police" and the name of the corporation for which he is appointed, inscribed thereon.

SECT. 32. Railroad police officers may preserve order within and about the premises and upon the cars of the corporation upon whose petition they were appointed; they may arrest, without a warrant, all idle, intoxicated, or disorderly persons frequenting such premises or cars, and obstructing or annoying, by their presence or conduct, the traveling public using the same, and all persons committing thereon any offense known to the laws of the state, and may take the persons so arrested to the nearest police station, or other place of lawful detention in the county where the offense was committed. They may carry the persons so arrested to the next railroad station at which the train on which they are traveling stops, although in another county, and detain them there until the next passenger train goes to the county wherein the offense was committed, on which they shall be carried back to be taken to such police station or other place of lawful detention. The persons so arrested shall be

discharged or taken before a police court or a justice of the peace to answer for their offense within twenty-four hours after their arrest.

SECT. 33. The compensation of railroad police officers shall be paid by the corporation upon whose petition they were appointed.

SECT. 34. Whenever a corporation shall cease to require the services of any of the railroad police officers appointed upon its petition, it may file a notice to that effect in the several offices in which notice of the appointment was filed, and thereupon the power of such officers shall cease.

SECT. 35. If a person without right loiters or remains within a station-house of a railroad corporation, or upon the platform or grounds adjacent to the station, after being requested to leave the same by the station agent or by a railroad police officer, he shall be fined not exceeding twenty dollars.

SECT. 36. Prosecutions for offenses against the provisions of this chapter, except those as to which other special provision is made, shall be begun within six months after the offense is committed.

CHAPTER 161.

TRUSTEES OF RAILROADS.

SECTION

1. Trustees to call annual meetings of creditors.
2. If trustees do not, one third of creditors may call meeting.
3. Trustees to make report to meeting.
4. Creditors may choose new trustees.

SECTION

5. Property transferred to new trustees.
6. Trustees not personally liable for damage.
7. The assets liable for such loss.
8. Chancery power of supreme court.

SECTION 1. The trustees to whom a railroad has been assigned or conveyed in mortgage for the benefit of creditors, shall call a meeting of the creditors whose claims are secured by the mortgage once a year, to be holden at some place on or near the railroad, by publication in two daily papers published in Boston, Massachusetts, and one paper in each county in which the railroad is located.

SECT. 2. If the trustees, on application of such creditors to the amount of one third of the whole sum secured, do not within fourteen days call such meeting, five or more creditors, holding the like amount of claims, may call it in the same manner.

SECT. 3. At such meeting, the trustees shall make a report of the state of the trust property, and of their proceedings and management

in relation thereto, according to the usual custom of directors of railroads to the stockholders.

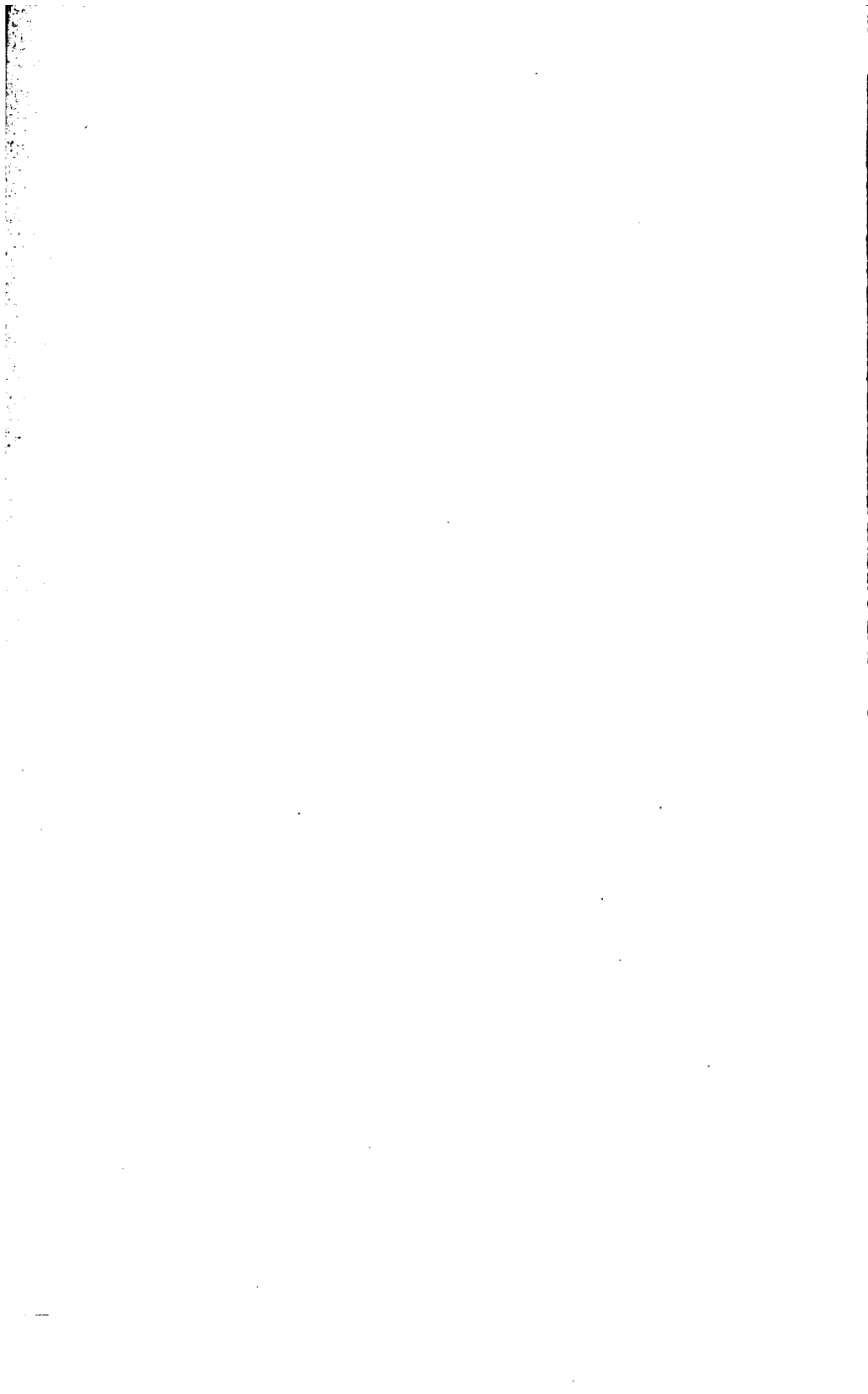
SECT. 4. The creditors at such meeting may elect by ballot three or five trustees, being creditors, and a majority at least residents of the state; each creditor being entitled to one vote for each hundred dollars of his debt, and having the same right to vote by proxy as stockholders of railroads at their meetings.

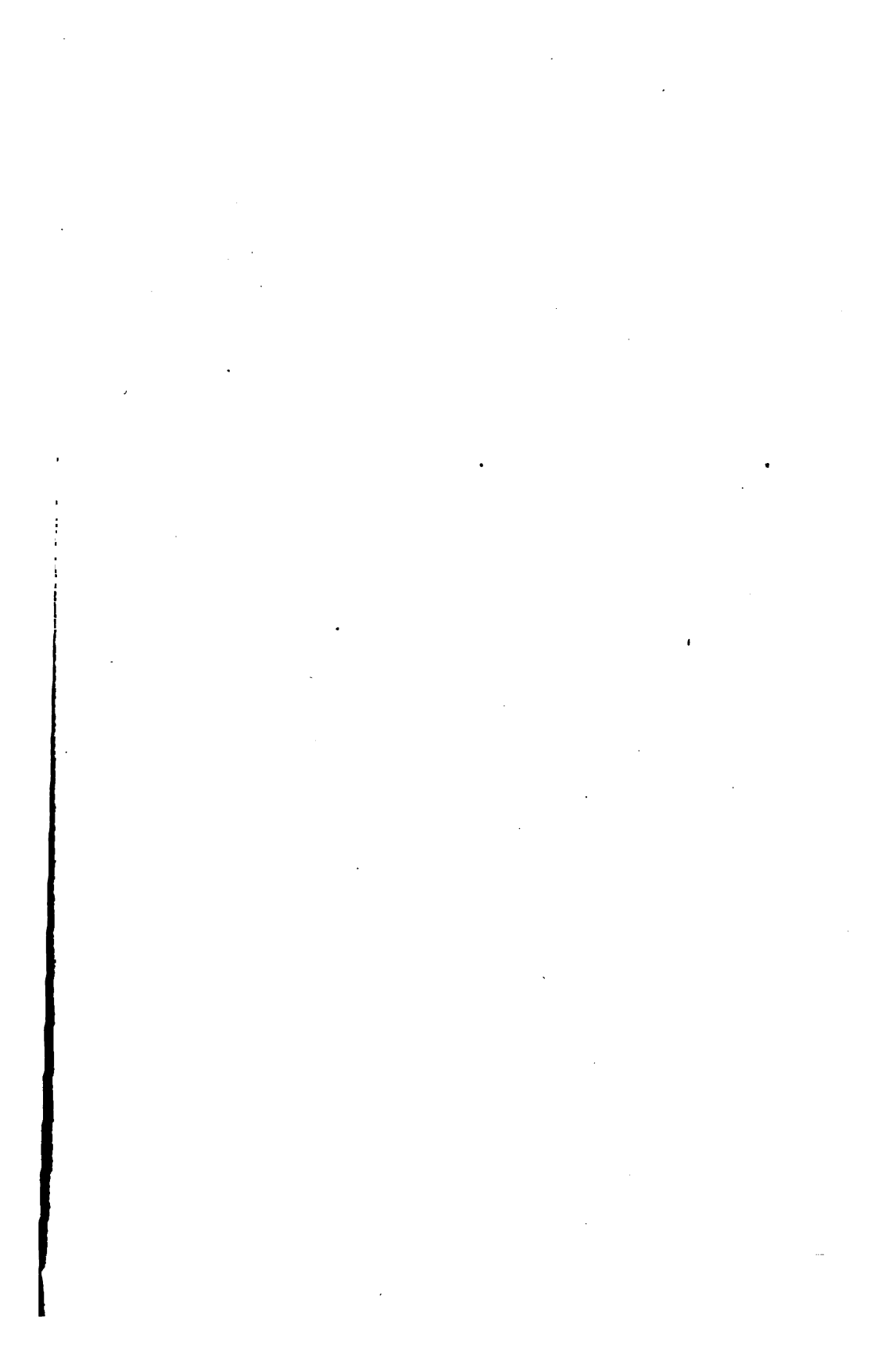
SECT. 5. Upon the election of new trustees, the interest of the former trustees shall be transferred to and vest in such new trustees; and the former trustees shall render and settle an account of their trust to and with such successors, and pay and transfer to them such mortgage estate and any balances in their hands; and if a balance is due the retiring trustees, the assets of the trust shall be charged therewith.

SECT. 6. No trustees or assignees of a railroad mortgage, who have the railroad in their charge, shall, as such and without their own default, be personally responsible for any damage, by collision or force, occurring to any passenger or freight upon the railroad.

SECT. 7. In case of such damage, the company assigning or mortgaging the railroad shall be liable; and the assets in the hands of the trustees shall be holden for such damage as part of the expenses of the trust, in preference to the claims of the general creditors of the company.

SECT. 8. The supreme court shall have summary power to make all orders and decrees necessary to carry such trusts into effect.





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